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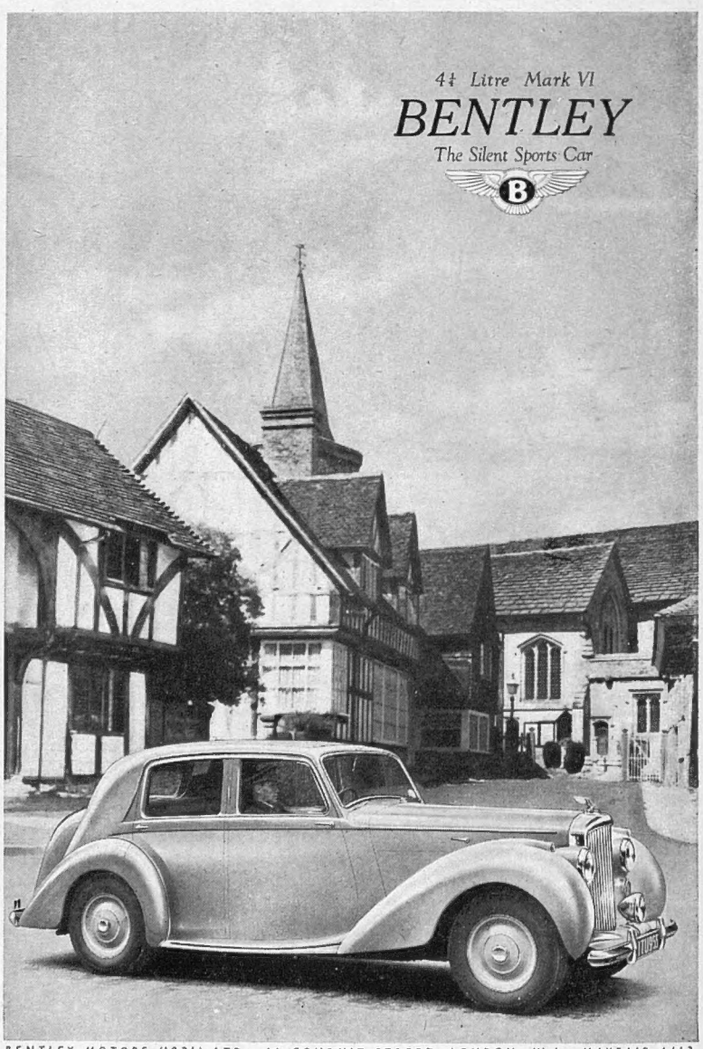

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Volume CLXXXVIII No. 2450

The SPHERE, London, January 4, 1947

THE SPHERE

With which is incorporated "THE GRAPHIC"

The Empire's Illustrated Weekly

THE WRECKAGE OF THE "STAR OF CAIRO"—ANOTHER AIR-LINER DISASTER ADDS TO THE TRAGIC RECORD OF 1946: Part of the fuselage of the Constellation where it fell on an island near Shannon Airport, twelve people being killed

When the Trans-World Air Lines Constellation *Star of Cairo* crashed last week-end on an island near Shannon Airport, carrying twelve people to their deaths, this brought the total death roll in civil aircraft to nearly three hundred since the start of October, causing the gravest misgivings in the world of civil aviation. There were twenty-three people on board the *Star of Cairo*, nearly all of them being French and American. The crash occurred when the air-liner was bound from Paris to New York. As the Constellation struck the ground there was a tremendous explosion, and by the time rescuers had crossed the water and reached the scene of the disaster, they found that the fuselage was burnt out. Wreckage was strewn in every direction. Many of the survivors were very badly hurt, and last Monday some of them were reported to be in a critical condition

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A LONDON NEWSLETTER

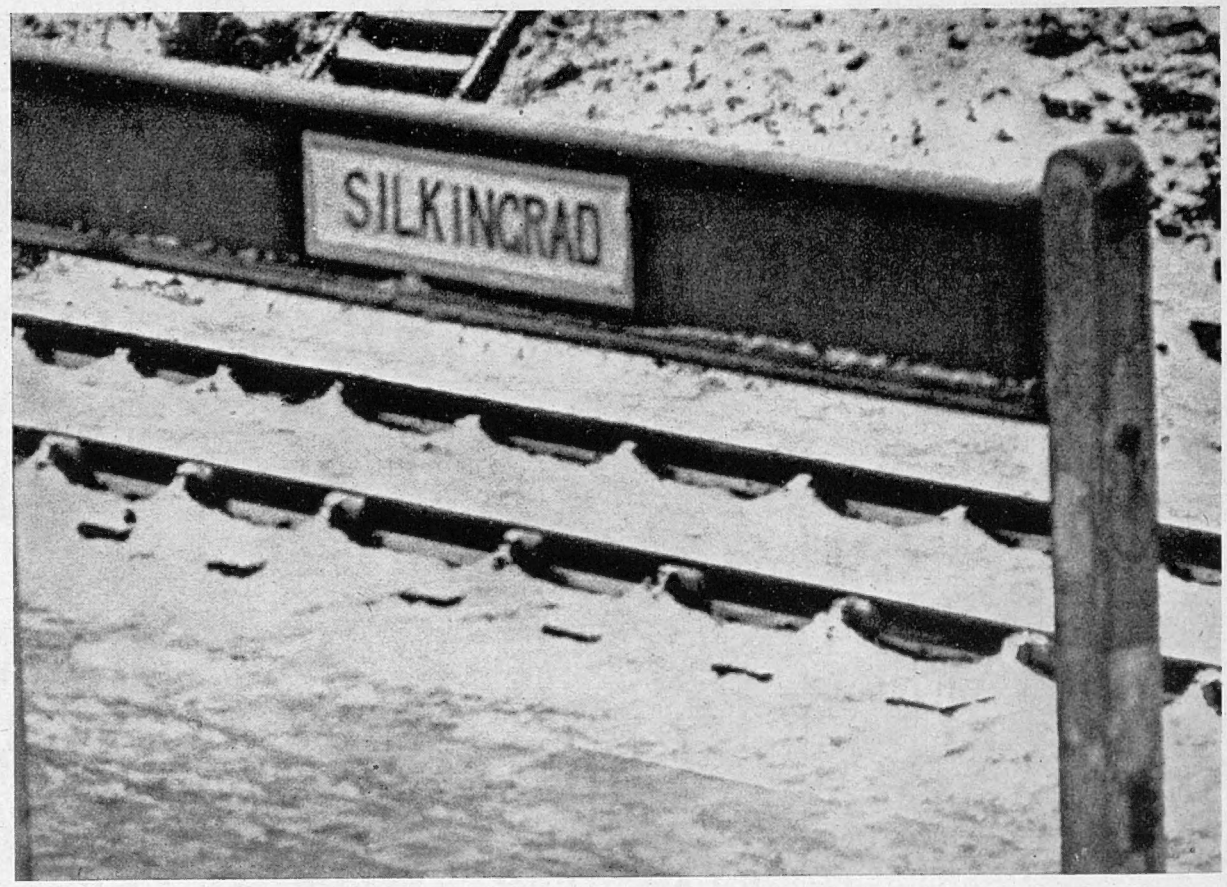
1, NEW OXFORD STREET, W.C.1.

Too Bad to be True.—

"Nothing," said Mrs. Douglas, in *The Semi-Attached Couple*, "is too bad to be true." I thought of this saying when reading my Christmas letter from a farmer friend in the West Country, a scholar, philosopher and sometime business man. "I send you [he wrote] two agreeable thoughts for Christmas: (1) England is heading for a most serious financial crash. (2) The Russian Army in Occupied Europe outnumbers all other armies combined by 6 to 1 (or more). . . . I am making an annual valuation of my stocks and shares, and the rises in twelve months are staggering. No doubt there are enormous rises also in my books, furniture, clothes, and so on, but I do not trouble to value them. My car, bought in 1938 for £180, is valued to-day by experts in the trade at £600. This is called *inflation* and it bodes no good. I have always told Socialists that their plans won't work in this country. What is left me but to sit back and watch the storm coming?" Here are facts and forebodings and deductions. Too bad to be true? Not so, according to Mrs. Douglas and my farmer friend. As for the Russian Army, we are led by Mr. Bevin to expect the dawn of better days in 1947. As for the financial crash, I confess that in my simplicity I am here on the side of Mrs. Douglas. My simplicity still convinces me that what is true of an individual who has wasted his substance, is equally true of a nation. It is no time to pull down his barns and to build greater. It is a time for retrenchment before reform. And what my friend says of the constant evidences of inflation and its dangers are patent enough even to an ignoramus like myself. What will interest me in the early months of 1947 is to watch the tell-tale figures of national savings in Government loans. Up to now, the common man, who still is concerned to save money, goes to Government loans from sheer ignorance of where else to go (apart from patriotism). But nimble brokers and other shrewd lookers-forward are always, and more than ever, engaged in finding safer (?) means of investment—land, jewels, pictures, furniture, industrial equities. . . . The proof of my friend's jeremiad will be found in National Savings returns this spring. . . . And the result will show whether or no these nimble fellows succeed in shaking public patriotism and faith in its Government.

Traffic Congestion.—

Statisticians attempt to estimate in terms of money the weekly losses caused by traffic delays in London. Perhaps their figures approximate to the truth. They cannot estimate the effects obliquely caused by nerve-strain and irritation, piling up the evils of general frustration on the tempers and character of our race. No other present-day phenomenon more glaringly illustrates the folly of planning big for the future before any attempt is made to clear the sites and remove small obstructions. In this London traffic problem the evils of overlapping and meticulously cautious and jealous bureaucratic departments are best seen. London is in chaos and the tempers of Londoners strained beyond endurance because there are too many authorities tumbling over each other, too many cooks for anyone to clear the soup. Bureaucracy strains at gnats and swallows the camel. It 's no easy problem. London grew and was never planned. It grew in horse-drawn, not horse-powered, traffic days, and it will take half a century to put that right. But one sensible man, given plenary powers, could by three decisions so improve matters as to make conditions appear almost ideal. And there are a score of dictators at work in other spheres! He could forbid parking in busy shopping streets at certain hours; he could forbid horse-drawn vehicles to ply during busy hours; he could furnish a hundred authorised parking-grounds on bombed and bare sites. His decisions would bear hard on a minority. They would benefit the vast majority. There is something awe-inspiring in the contemplation of to-day's Governmental regimentation of the nation in large-scale, long-term planning and the complete go-as-you-please in the smaller workaday problems of every hour. Sometimes, as I grind my way in jerks down Eton High Street, a foot a minute, I marvel at our standards of leadership and wonder why the very stones do not rise and mutiny. (And Eton is indeed a geographical problem.) When I think what we are called on to pay in taxes and in rates, I am astonished at our moderation and the charity or apathy we reveal in accepting at such a cost *such* leadership and *such* "organisation."



A CHRISTMASTIDE JEST AT STEVENAGE—ONE OF THE STATION INDICATOR BOARDS ALTERED TO SILKINGRAD, A REFLECTION OF LOCAL SENTIMENT WITH REGARD TO THE CREATION OF THE NEW SATELLITE TOWN: There were broad smiles on the faces of many Stevenage residents when they saw one December morning that all the L.N.E.R. station signs had been changed overnight. The proper boards were all pasted over with printed signs, and the hoax was planned and carried out during the early hours of the morning, when nearly all of the station staff were off duty

The Curse of Snow.—

A weak and shallow depression following a cold spell often, in a single hour, can play havoc with communications and make life more than ever difficult in Southern England. In the North, snow is expected in winter, and provision is made to combat it. There are snow-ploughs, and they get busy at once. Now Kent is famous for its snow and cold, and Sussex enjoys quite a lot, and its upland by-roads hold that snow long after it has vanished on main roads. But does West Sussex admit, after all these centuries, the possibility of snow? Not on your life. She has never heard of a snow-plough, and so every time a little of the white powder falls, posts are late, cars bogged, county duties held up, and provisions and fuel cannot be delivered. No, West Sussex is truly Conservative, a veritable Tory stronghold (as every voter knows), and we live in it as our eighteenth-century ancestors lived, without water supplies, drains, electricity or . . . snow-ploughs. And, by and large, we live happily enough, out of the modern, scientific world.

Vesting Day Celebrations.

—It 's a poor heart that never rejoices; yet a number of nursery saws advise postponement of glorification until success is won. There are to be "vesting day" celebrations in the coal industry. But for lack of coal a number of major industrial concerns are likely to be closed down or on very short time. And a million private hearths will be cold and empty. Nationalisation is going to improve matters perhaps, but from a variety of causes, the improvement will be slow. You and I, who pay over £4 a ton for slack, shale and chalk slimed over with tar, must, I fear, wait another four or five years for a "clear hearth." Meanwhile, we must enjoy the "rigour of the game" in the rigours of winter. "Mrs. Battle (now with God)" is . . . where she is; and I doubt if even the gentle Elia would, if he could, summon her back. For she knew what fires could be and was as expert and rigidly critical about coal as about cards. In regions warm or otherwise, Mrs. Battle is better off where she is.

"No One is Infallible."—

The other day I quoted the aphorism "No one is infallible, not even the youngest of us." This famous remark is usually cited as a bitter snub to the cocksureness of youth, and is always attributed to some elderly prelate, don or professor, usually to an archbishop or to Jowett. It was interesting, therefore, to receive positive proof of the identity of the man who uttered it first and the facts and details of the occasion which produced it. (D.N.B., it is true, has them on record.) The late Professor Jackson, O.M., of Cambridge, set these down in a memoir: The phrase was coined and uttered by William Hepworth Thompson, Master of Trinity, on March 30, 1878, at the twenty-seventh of about forty meetings of the Governing Body of Trinity, Cambridge, held at that period. A very junior Fellow had put forward a novel and sound, but revolutionary, proposal concerning Fellowships. The older Fellows hesitated to adopt it, though a majority favoured and ultimately approved it. During discussion, Thompson used the phrase, but used it with no trace of malice and with no obvious intention to snub. It has passed into currency. How many pundits have used it since *with* malicious intent and *without* acknowledging it as a quotation, who can say? The reason why such telling phrases become in time attributed to several originators is, of course, that men so often steal a telling phrase and do not trouble to put it in "quotes."

Moles.—

In the war years I set up as an expert on mole-catching. Readers sent me scores of tips on the technique, with charts and sectional plans. I put them into practice, caught scores of moles, gave advice to beginners and set up as a Master. I thought to have put paid to the moles' account. And now I am humbled. My lawn and kitchen garden once more resemble the Alps. The moles are legion. They have abandoned all their old ways, habits, runs. I can't catch a mole. And only the other day, a landowner in France, who had found an old wartime issue of THE SPHERE, wrote me an S O S, praying for advice on mole-destruction. I gave it to him, but . . . I have lost confidence. The advice I sent him I still follow myself, but it no longer brings me results. Have moles caught the infection that is spreading across the world? Have they also embraced root and branch change? Or has the birth-rate in their community risen enormously, with a big decline in their infant mortality? It is possible, I suppose, that they have put into practice a National Health Service. Who knows enough about moles to laugh the suggestion out of court? And (by the way) how much pleasanter it is to write about moles than about men. Commenting on politics is depressing and acerbating. Comments on country lore evoke nothing but sympathy and co-operation and friendliness. I envy all the tribe of garden and nature journalists. They know their subject and it doesn't bite or spit.

Earthquakes in Britain.—

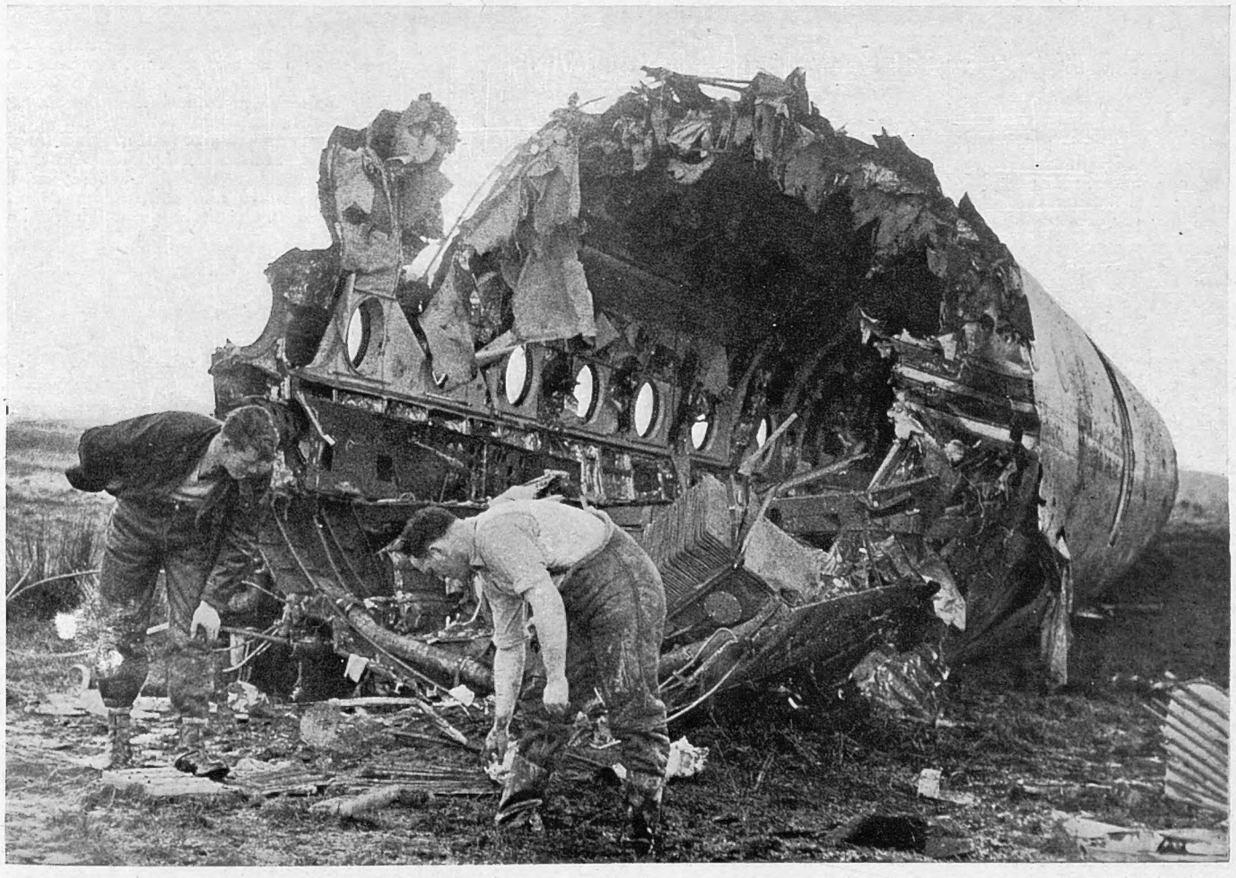
Earth tremors are not uncommon in Britain, as the wise men have reminded us, and Scotland has a well-known weak crust-patch. Milne's Register of 'Quakes records scores of earthquakes felt in Britain from earliest recorded times, and Timms in his *Curiosities of London* extracts the major London experiences. The remarkable fact about those which Timms extracts is that almost all felt in London since 1692 occurred on February 8 or March 8—*viz.*, one in 1692, three in 1750, one in 1756, two in 1761. One other occurred on September 8. It is a very remarkable coincidence that of the major London 'quakes, seven out of nine occurred on February 8 or March 8. It is a coincidence which almost gives to scientists the handle for a theory of causation.

THE OLD STAGER

THE WRECKAGE OF THE "STAR OF CAIRO" WAS STREWN OVER A WIDE AREA: An aerial view of the scene on the small island near Shannon Airport as rescue parties worked among the debris of the New York-bound Trans-World Air Line Constellation which struck the ground and exploded, twelve of those on board losing their lives. Since the crash a complete investigation has been ordered

THE SHANNON AIR DISASTER

Where the "Star of Cairo" Hit the Ground and Exploded



On left — **THE SEARCH AMID THE BURNT-OUT FUSELAGE: Members of the rescue party looking among the wreckage of the burnt-out "Star of Cairo." They were hoping to find clues with regard to the cause of the disaster, one of several which have taken place during the autumn and winter on the Trans-atlantic air routes.** The difficulties of ascertaining the true causes of air accidents are increased when there are no survivors among the crew and prolonged examination of wreckage is necessary owing to suspected mechanical failure. In the case of the Shannon crash, neither the first nor the second pilot was killed and the accident was apparently not due to any mechanical failure in the plane. The survivors are being asked to give evidence

THE "NORTH-EASTERN VICTORY" SHARES THE FATE OF THE "HELENA MODJESKA": The 7,600-ton American freighter "North-Eastern Victory" broken in halves after going aground on the dreaded Goodwin Sands on Christmas Eve. The "North-Eastern Victory," bound for Antwerp with a cargo of food destined for the American Occupation Forces in Germany, broke up within an hour or two of her hitting the sandbanks. This picture shows the water swirling round the two sections shortly after the crew had been taken off by Deal lifeboat

ONCE AGAIN the GOODWINS!

The Wreck of the 7,600-ton U.S. Freighter, "North-Eastern Victory"

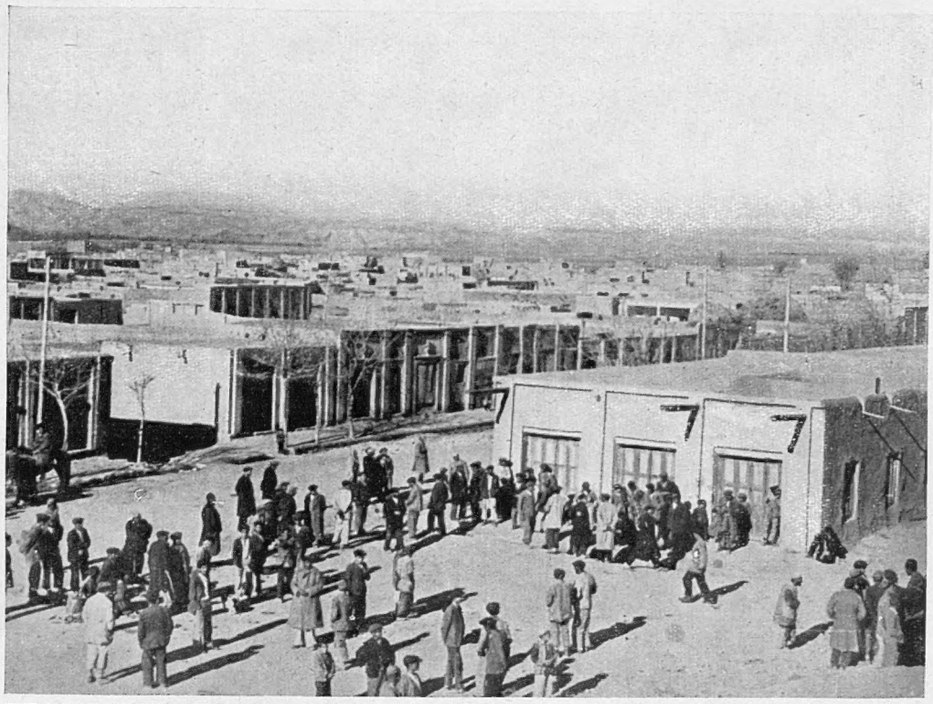
On Christmas Eve the Goodwin Sands claimed yet another victim, and this time the 7,600-ton freighter *North-Eastern Victory* began to break up within a few hours of going aground, whereas the *Helena Modjeska*, which was wrecked in the autumn, and subsequently salvaged, survived for some days before splitting in two. The *North-Eastern Victory* struck the Goodwins with such force that her wireless aerials were carried away, and she was unable to signal for help. The Deal lifeboat soon came to the rescue, however, and the crew were taken ashore. Six of the officers remained until Christmas Day, when it was seen that the ship could not survive. The *North-Eastern Victory* was the third large American vessel to be wrecked on the Goodwins in 1946, and as a result American shipping authorities may now change their tactics with regard to taking on a pilot for the Strait of Dover passage. The present rule is that American ships under 10,500 tons shall not use a pilot. American skippers, it appears, are often issued with charts which do not mark the Goodwins as a particular danger to navigation

Below—**AS THE TIDE ROSE ABOVE THE GOODWINS: Another view of the wrecked "North-Eastern Victory," showing the forward part of the vessel almost completely submerged**

MARCHING THROUGH AZERBAIJAN

Zulfaghari Tribesmen Aid the Persian Government Forces in Regaining Control of the Lost Province

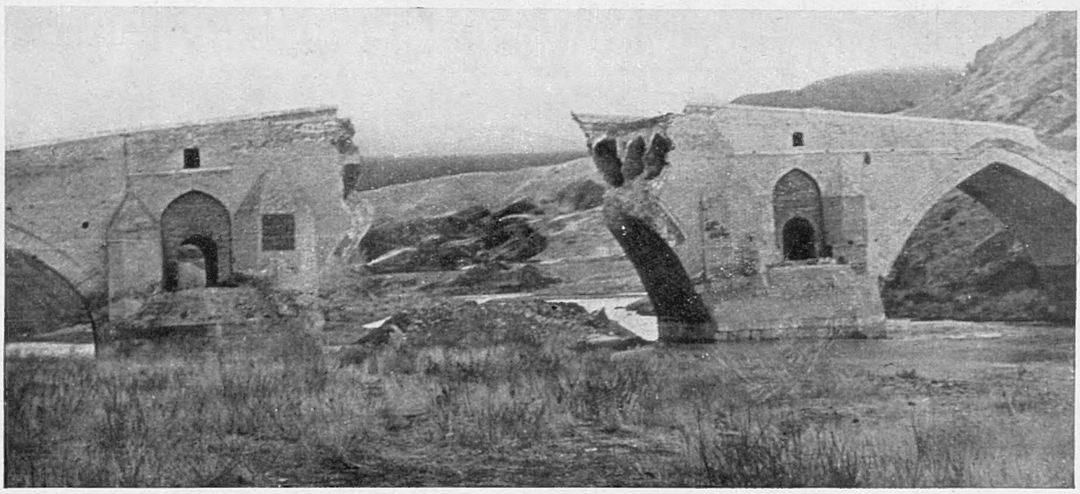
HE BROUGHT 1,500 RIFLES TO BEAR ON THE SITUATION: Mahmud Zulfaghari (left), seen with his bodyguard on arrival at Mianeh after defeating the Azerbaijan "Democrat" forces. The 1,500 Zulfagharis volunteered with their leader to accompany the Persian Regulars to Tabriz



THE TOWN OF MIANEH IS FREED FROM "DEMOCRAT" CONTROL: Citizens discussing the news after the Persian Army and the Zulfaghari tribesmen had marched in and driven out the so-called "Democrat" forces who had been in possession of the place for over a year. As a result of this decisive move Azerbaijan once again comes under the overriding authority of Teheran. Most of the "Democrat" leaders, including Mr. Pishevari, have fled across the northern border into Soviet territory

In itself the march of the Persian regular troops from Teheran, through Zenjan, to Mianeh and Tabriz, a march that restored the lost authority of the Persian Central Government throughout the Province of Azerbaijan, was not a spectacular military manœuvre. In fact, the opposition withered as the advance pushed further and further into the almost lost province. In its consequences, however, the march has world-wide implications. Azerbaijan had for a year and more defied the Central Government at Teheran, and, backed by Russia, Pishevari, the Azerbaijan Premier, carried the people a long way on the road to autonomy. Now at one blow the whole façade of "Democrat" power in Azerbaijan has crumbled away. Pishevari and his followers have fled, and the Persian Premier, Qavam, has won a new respect for his administration. It is highly probable that Persia may now achieve a new unity and settle down to an ordered existence denied her for many years. At any rate, Qavam has promised reform in Azerbaijan, and, he declares, there will be no recriminations. (*See also* page 27.)

HE MET THEM WITH FLOWERS: An ex-regular of the Persian Army who got out his uniform and put on his medals to welcome the forces from Teheran



THERE WAS ONE MORE RIVER TO CROSS—HOW THE "DEMOCRATS" DELAYED THE ADVANCE OF THE MAIN COLUMN FROM TEHERAN: The dynamited central span of the bridge over the River of the Golden Swimmer at the southern approach to the Ghaflankun Pass. After the Teheran forces had crossed this river they marched on into Mianeh, and in a few more days they were firmly ensconced in Tabriz. The Government troops met with little opposition

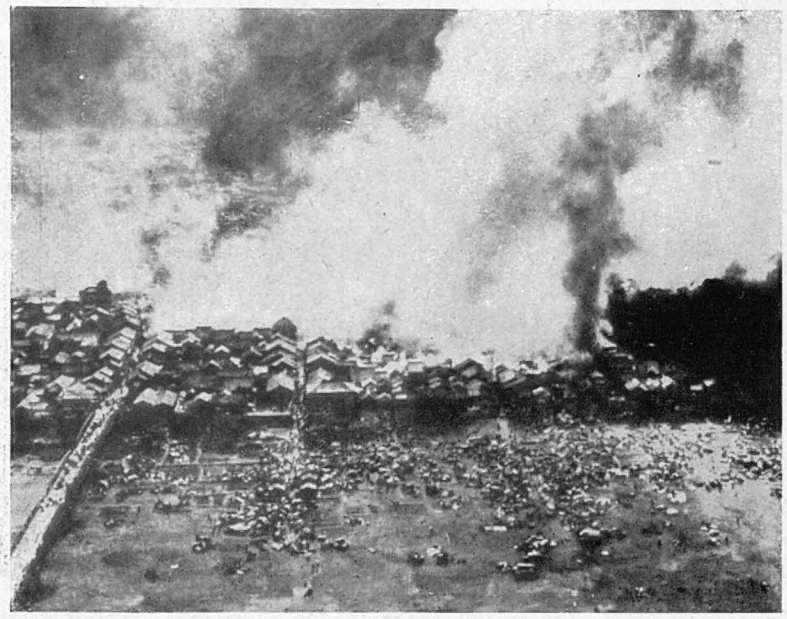
THE AZERBAIJANIS CELEBRATE THEIR RELEASE FROM RIGID "DEMOCRAT" CONTROL: *Left*—A sheep is killed and hot drinks are served to Press correspondents on the road between Turkmanchai and Tabriz. *Right*—Citizens of Tabriz welcoming the arrival of the Persian regular forces and the Zulfaghari tribesmen who brought about the liberation of the Azerbaijan capital. Premier Qavam has promised the Azerbaijanis free elections and a programme of reform

AFTER SOUNDING A WARNING NOTE AND PRONOUNCING A CHRISTMAS BLESSING: The Pope turning away from the balcony of St. Peter's, from which he had just addressed a vast concourse of the faithful in the square

THE POPE'S CALL TO THE PEOPLE: Speaking from the balcony of St. Peter's on December 22 to a crowd estimated at 250,000 people who had assembled as a protest against the recent outburst of anti-clericalism throughout Italy, the Pope strongly condemned such attacks on the Church and its representatives. After denouncing "those who deny God, profaners of the Divine, who have flung mud at religion," the Holy Father urged the faithful to "resist and be strong." The choice was either "with Christ or against Christ, with the Church or against the Church," and the people must "awake from their sleep." The Pope's words were frequently interrupted by cheering, and the crowd finally sank to its knees as he pronounced the blessing

THE POPE DECLAIMS FROM THE BALCONY OF ST. PETER'S: His Holiness speaking through microphones to the great concourse assembled in the square to hear his denunciation of the opponents of religion and his rallying call to Catholicism

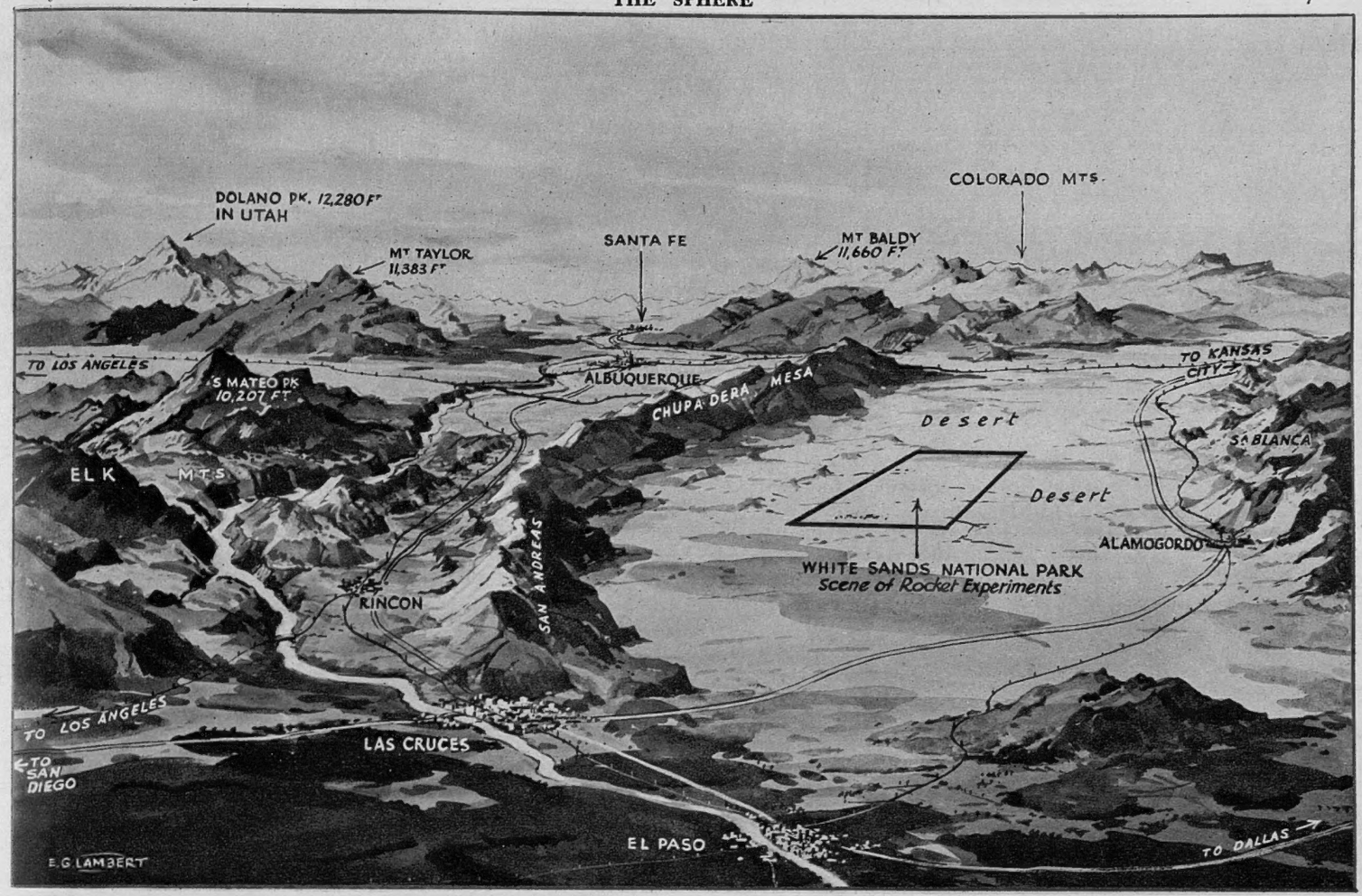
AN EARTHQUAKE HITS CENTRAL JAPAN: A street strewn with debris at Kainan, Wakayama Prefecture, Southern Japan, where a tidal wave caused by an earthquake in the bed of the Pacific created immense havoc. The Japanese Home Ministry announced that 680 people lost their lives and that about 17,000 houses were destroyed or damaged



A WALL OF FLAME RISING FROM THE CITY OF SHINGU: As the fire which followed the earthquake enveloped their homes the people crowded down onto the water's edge to escape the intensity of the heat

AT DEVASTATED TANABE: A ship (left centre) lying high and dry after having been swept onto the land by the huge tidal wave which followed the Japanese earthquake. Strewn around in the vicinity is the wreckage of houses

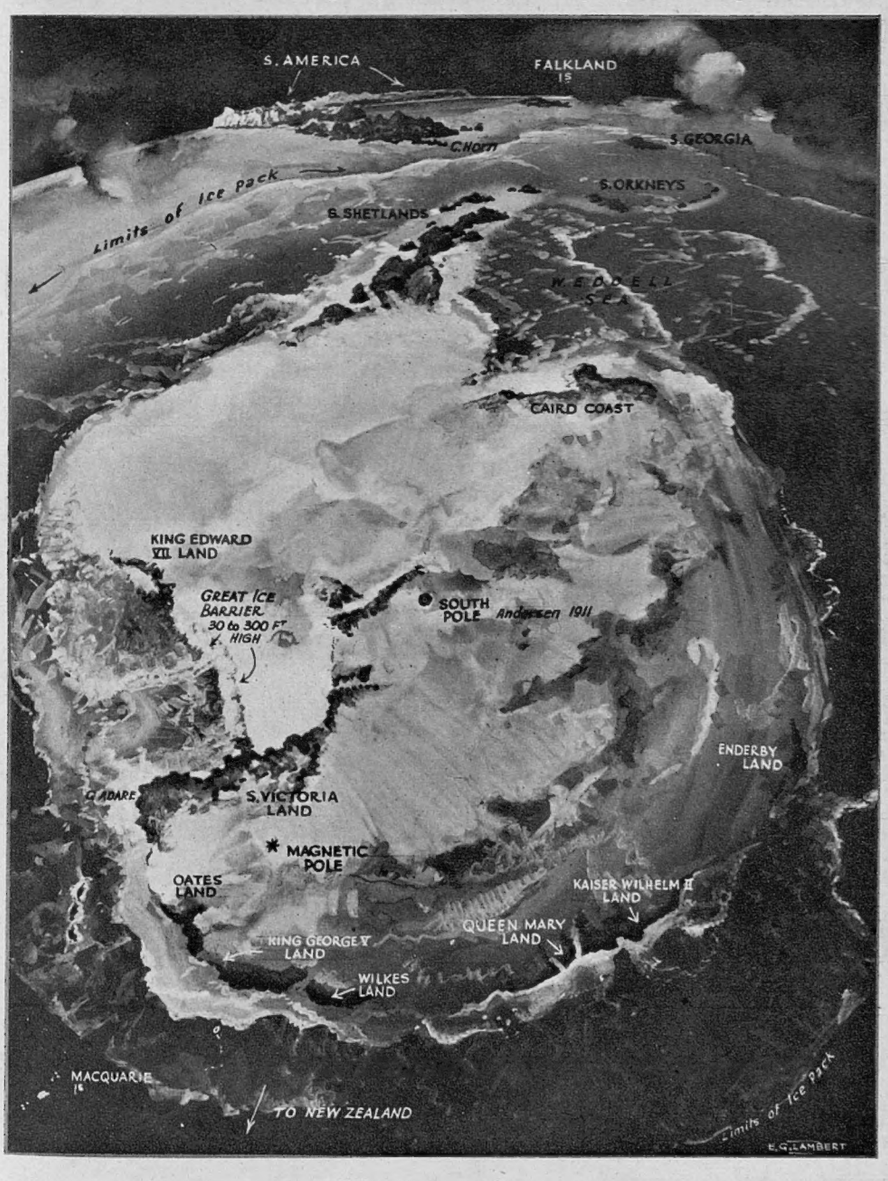
THE JAPANESE EARTHQUAKE DISASTER: With its epicentre in the Pacific Ocean, a hundred miles from the coast of Japan, an earthquake of extraordinary violence took place on December 21. The earthquake shocks caused initial damage and led to widespread fires in many towns and cities, and at the same time a tidal wave, 7 ft. high, swept inland causing immense damage in Honshu, where the British Commonwealth Occupation Force is stationed, and on the island of Shikoku. The earthquake is described as five-sixths as severe as that involving the disaster of 1923, and but for the fact that its epicentre was in the Pacific Ocean the loss of life would have been enormous. British troops are reported to have suffered no casualties, and they have been working as rescue squads throughout Shikoku. The American forces are rushing medical supplies and clothing from Tokyo to the devastated areas

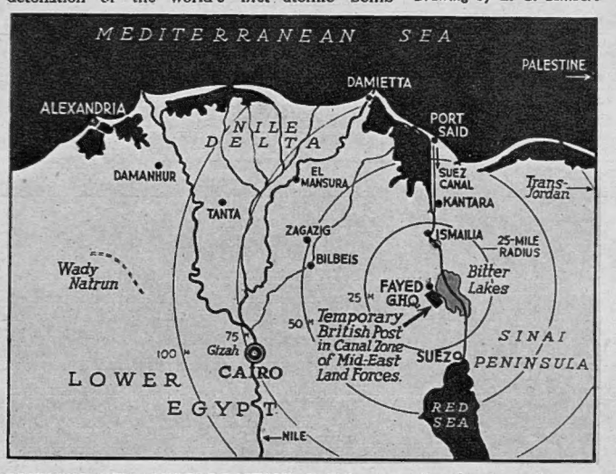


THE SCENE OF AMERICA'S ROCKET BOMB TESTS—A DIAGRAMMATIC SKETCH SHOWING THE SITUATION OF THE U.S. ARMY PROVING GROUNDS AT WHITE SANDS, NEW MEXICO: Here ex-German V-2 rockets, and also improved patterns made in America, are being fired regularly with a view to compiling data in regard to their importance as weapons and their potentialities in meteorological research. On December 18 the engineers at White Sands attained a record height of 111 miles with one V-2, the previous record being 104 miles. The rocket came back to the ground 27 miles from its starting point. Not far from White Sands is Alamogordo, the scene of the experimental detonation of the world's first atomic bomb—*Drawing by E. G. Lambert*

THEY ARE NOW ON THE MAP

Three Remote Areas in the World News





BRITAIN'S NEW MIDDLE-EASTERN G.H.Q.: A sketch map showing the situation of Fayed, near the Bitter Lakes, about 70 miles north-east of Cairo, which is to be used during the period between the evacuation of Cairo and Alexandria and the British Army's final withdrawal from Egypt. Advance parties moved into the new camp last month, and the movement will continue until March when it is expected that the operation will be complete. The whole scheme is expected to cost about £750,000. Troops and single officers below the rank of Brigadier will live under canvas

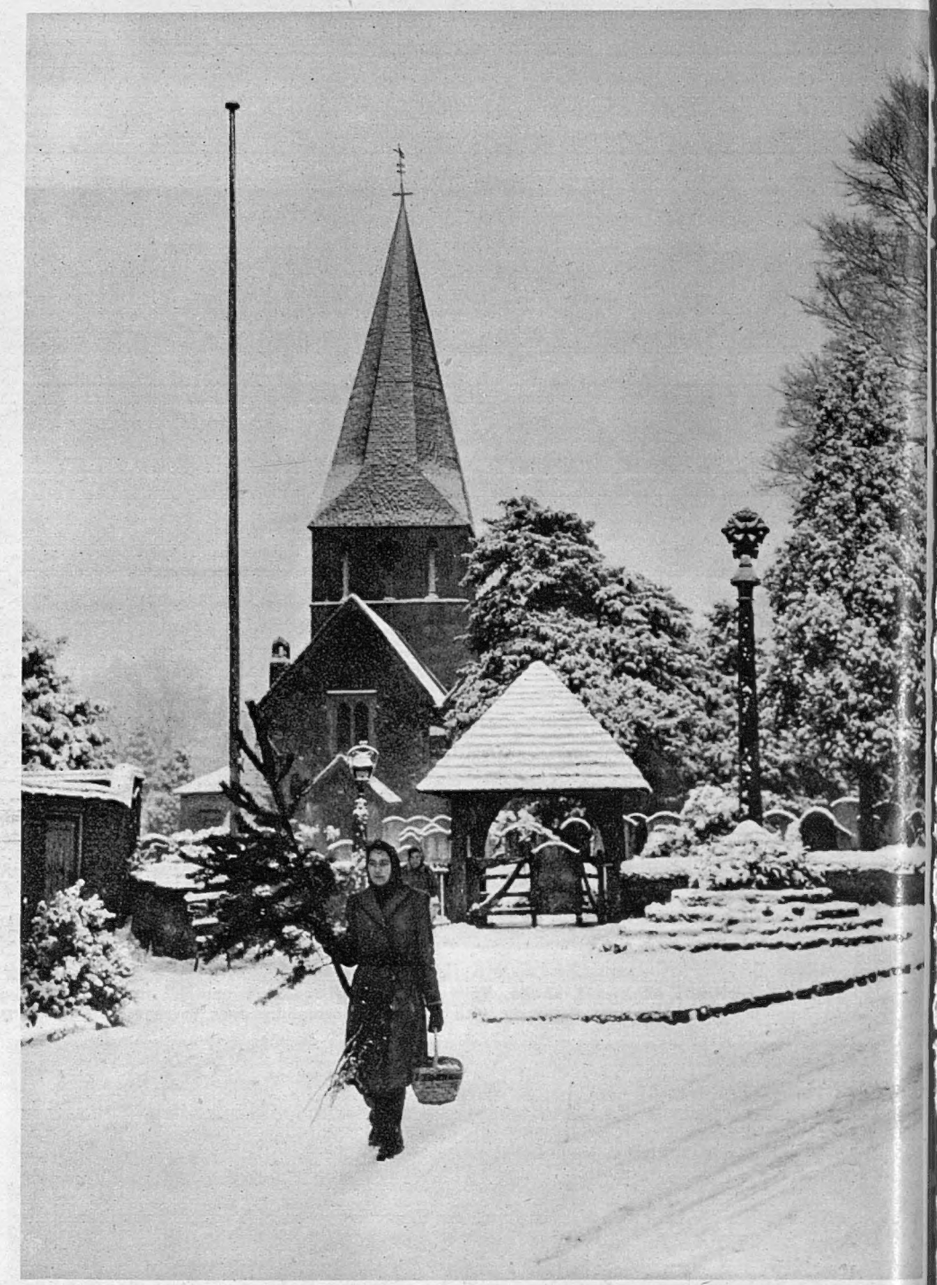
On left—**ALL EYES ON ANTARCTICA: Where several nations are sending expeditions and, as a result, the whole confused question of conflicting claims now looms large in international affairs.** This diagrammatic sketch of the vast South Polar land mass shows, in particular, the sector stretching from Victoria Land to Enderby, which is claimed by Australia. Russia, America, Chile, and the Argentine also have claims. At the moment Admiral Byrd, of the United States, is on his way south with fourteen ships and 4,000 men, their object being to make an aeroplane survey of great tracts of the Continent and to pursue the search for uranium. A small British expedition, in the *Trepassey*, recently set out for the Falkland Dependencies. The Australian Government has already intimated its intention of fitting out an expedition with a view to developing mineral and fishing resources

ONCE AGAIN - THE WEATHER!

Scenes from All Over Europe During the Recent Unprecedented Cold Wave

WINTER SPORT ON THE ICE AT WIMBLEDON : A curling game in progress at the Royal Wimbledon Golf Club during the pre-Christmas cold spell which descended on London and the Southern Counties. This ancient Scottish sport has many adherents in England, though it is seldom enough they get the chance to show their skill at a "bonspiel"

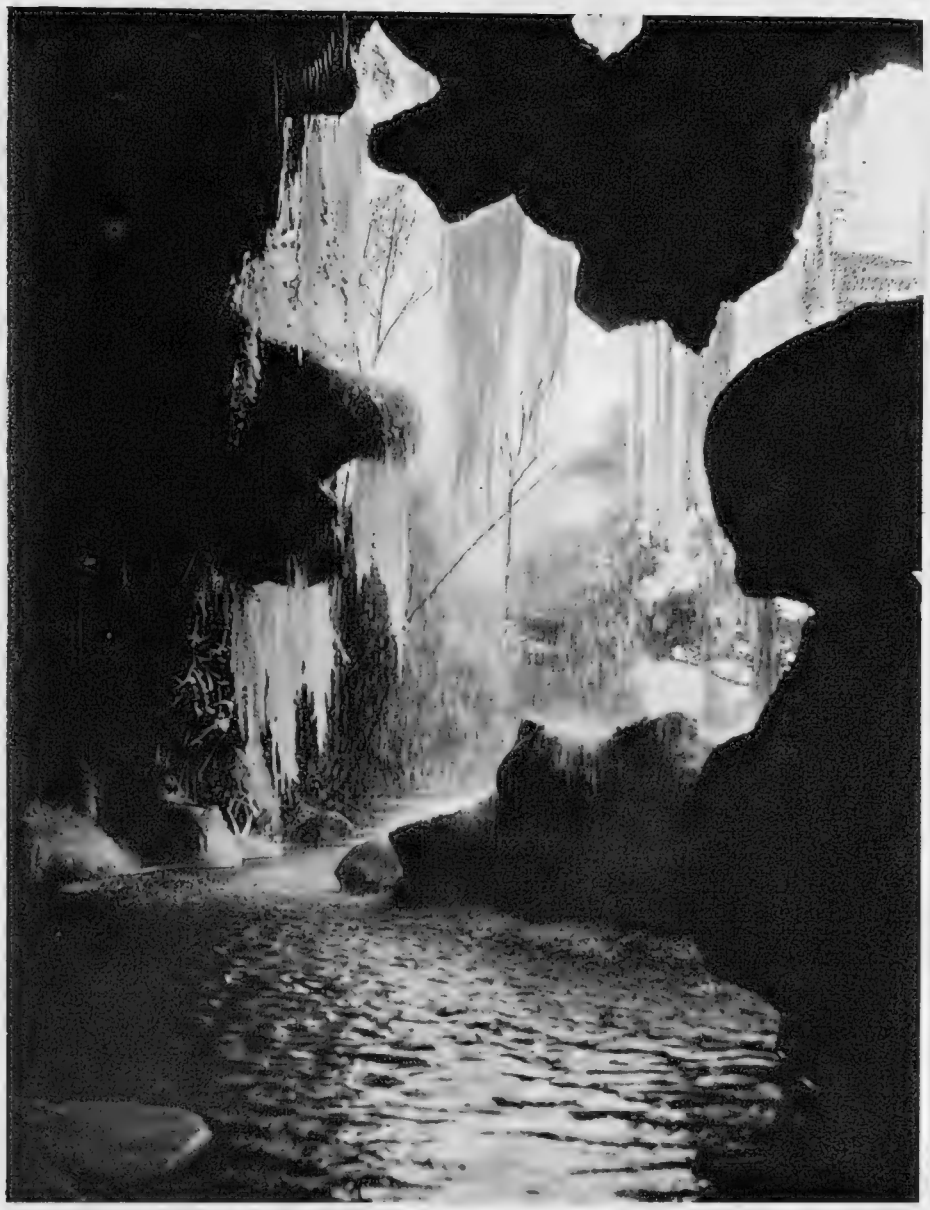
TOBOGGANING AT HAPPY HAMPSTEAD : Youths enjoying a run on their improvised sledge as the first snow of the winter struck London and the suburbs. It was not many hours before the traffic turned the main streets to black slush



THE RETURN OF THE CHRISTMAS SHOPPER : A seasonable scene at Shere, Surrey, where the snow remained thick on the ground for very much longer than it did amid the traffic of Central London. In many districts in London and the Home Counties the snow was 2 and 3 ins. deep, whereas, such were the vagaries of the Christmastide weather, in Lincolnshire there was persistent rain and Cornwall was bathed in sunshine. In some parts of the country there was skating, and crowds turned out on the canal at Bath until they were warned that the ice was unsafe

WARMTH IN NUMBERS : The pigeons in Trafalgar Square, with their feathers puffed out, put up a mass defence against the cold. In these cold spells they seem tamer than ever, allowing pedestrians to come within a foot or so of them

OXFORD UNDER WINTER'S SPELL : An unusual view of Balliol College after the first fall of snow, just before the holidays. It was not a heavy fall, but the spires of the University city looked picturesque in their Christmas mantle



PARIS — ICICLES MAKE A WINTRY PATTERN IN THE BOIS DE BOULOGNE : France, without the Gulf Stream to tone down the winter's cold, had an intensely frosty pre-Christmas spell. This picture was taken beneath one of the waterfalls in the Bois. It was only partly frozen, and some of the water can be seen still descending into the pool below

A BLIZZARD HIT THE CITY OF PRAGUE : Street traffic in the Czech capital brought to a standstill by the snowstorm which blotted out wind-screens and temporarily made driving out of the question. In a few hours the streets of Prague were a mass of blackening slush

THE CHARLES BRIDGE BENEATH ITS WINTER MANTLE : A fairylike scene in Prague after the blizzard. The temperature in the capital fell to 20 deg. below zero and workers hurried through the streets to gain the comparative warmth of their shops and offices

VENICE WAS FLOODED : Citizens carrying their shoes and stockings when about to wade across the celebrated St. Mark's Square. Three days of torrential rain led to the canals rising 14 ins.

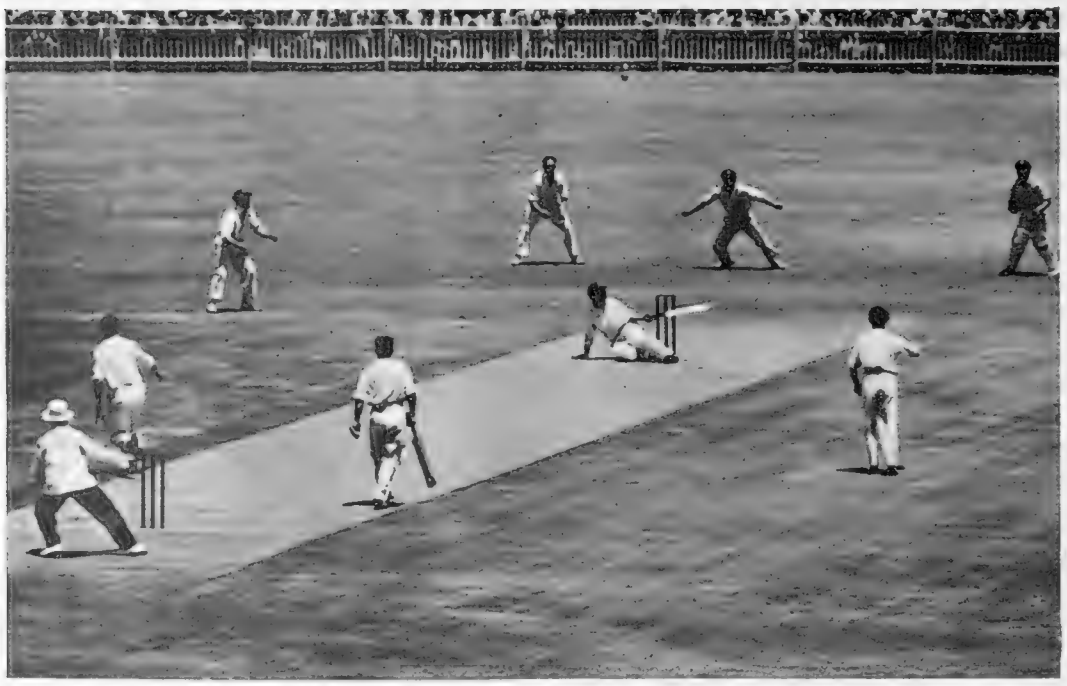
THE MISTLETOE MAN TOURS THE PARIS STREETS : With his horse and trap he has come in from the country during the morning, and he can be sure of doing a roaring trade. Mistletoe is now a luxury, and in London at Christmastime it was fetching as much as £20 a cwt.

ENGLAND LOSES the SECOND TEST

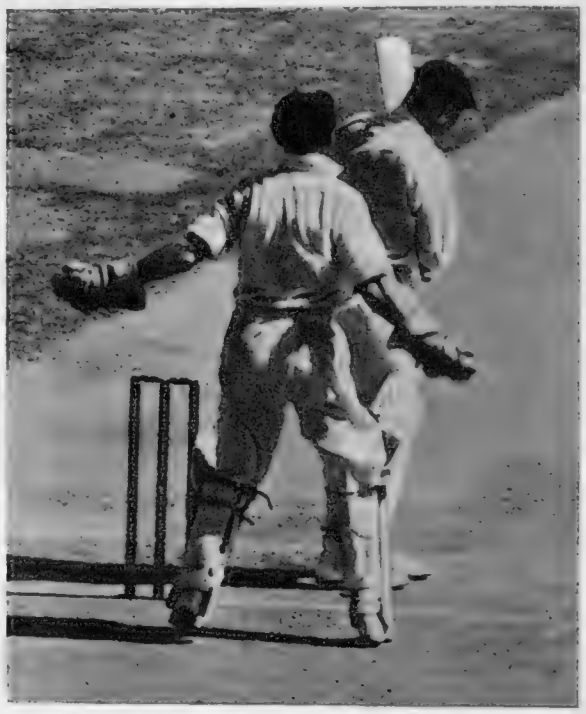
Close-ups of the Play at Sydney, Where We Lost by an Innings

The second Test match at Sydney has come and gone. Bradman has done it again, and England stands two down with the third match in play. Most of the pictures on these pages show England's opening innings, when we made a modest 255 and failed to play the Australian spin-bowling. While Edrich was the undoubted star of the England side, and Bradman and Barnes, with double centuries, made most of the headlines for Australia, the wicket-keeping of Don Tallon deserves a special mention, and he undoubtedly played a major part in the thoroughly-well-earned Australian victory

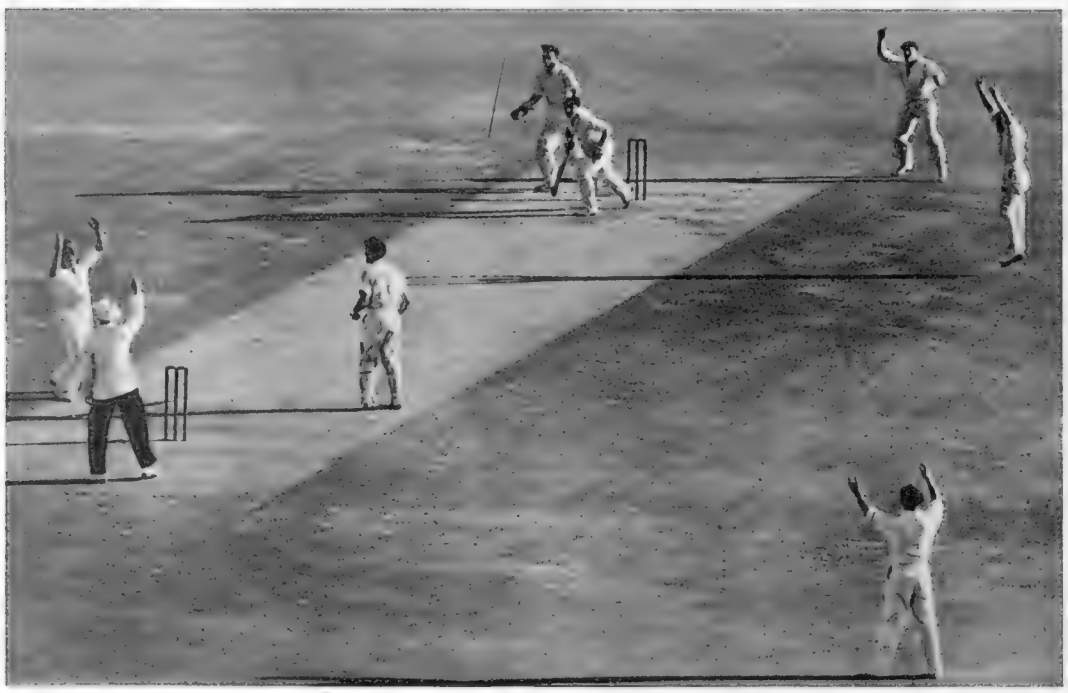
HOW THE TROUBLE STARTED : Washbrook, one of England's opening batsmen, is clean bowled by Freer for one run and England at once face an uphill fight. This was the first dramatic picture taken in the second Test match at Sydney, when England, after winning the toss, failed before the Australian spin-bowlers



HUTTON IS THE SECOND VICTIM : When seemingly well set, with 39 runs to his credit, the Yorkshireman was caught by wicket-keeper Tallon. Tallon is seen standing well back to take the catch from the bowling of Ian Johnson. In the second innings Hutton also shaped with great confidence, but unluckily hit his wicket



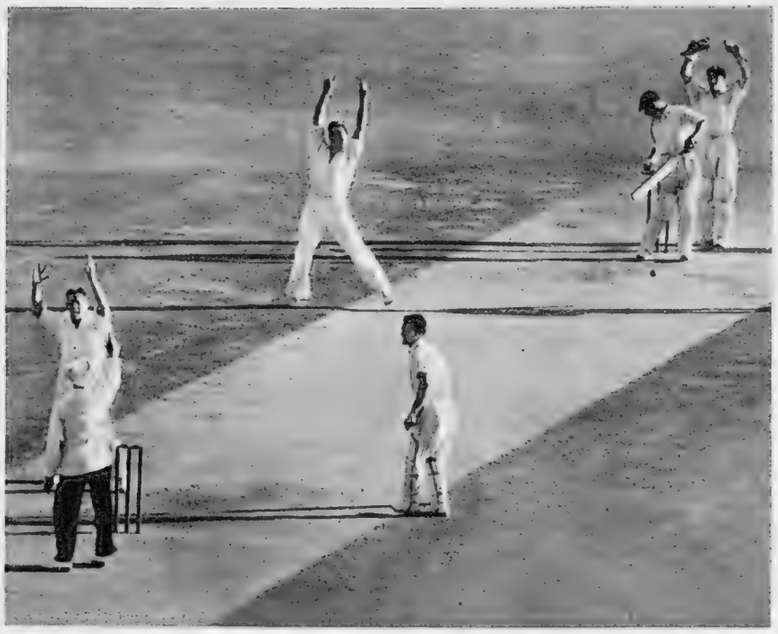
TALLON CLAIMS A MAJOR VICTIM : Australia's wicket-keeper, with the ball firmly held in his left hand, appeals successfully for a catch at the wicket, thus dismissing Wally Hammond



TALLON DOES IT AGAIN : Ian Johnson, the bowler, appeals for a catch at the wicket, as also do the rest of the field, and the umpire raises his hand to proclaim Yardley's dismissal. Yardley at this point had made 25 valuable runs in company with Ikin, and it seemed they were well set to see out the day's play

CATCH OF THE CENTURY ? Compton has snicked the ball into the slips. Johnson juggles with it, but, in failing to hold it, pushes it towards Tallon, who is about to dive to secure a catch

HUTTON TAKES ONE ON THE BODY : England's No. 1 rubbing his arm after being hit by a high-rising ball from Miller. Hutton's sparkling play in the second innings was one of the finest features of the match, and his unlucky dismissal, through accidentally hitting his wicket, sent a groan round the ground



THE AYES HAVE IT : While Ikin, then in the fifties, looked on with anxiety, the Australian fieldsmen appealed for an l.b.w. decision against Smith off Johnson's bowling. The proclaiming finger was duly raised, and England then stood at 205 for 8

EDRICH WAS THE STAR OF THE MATCH : The Middlesex all-rounder playing a ball from Miller with a scrupulously straight bat. In the first innings Edrich scored a patient 71, and in the second he bagged a century by brilliant but necessarily restrained play

TALLON THE IRREPRESSIBLE : The Australian wicket-keeper making one of the five catches which he secured in England's two innings. In addition he stumped Evans, the English wicket-keeper. Three of Tallon's catches were made off McCool's bowling. These two players, who are both in the Queensland Sheffield Shield side, make a brilliant partnership, and Tallon seems to know exactly how to take his tricky leg-spinners. Both in the first and second Test matches Tallon played superlatively, revealing a brilliant sense of anticipation, and old stagers in Australia declare he is quite in the class of Oldfield

IKIN PLAYS OUT THE DAY : The left-hander lifts a ball over the fielders' heads. This was at the close of the first day, and the long shadows of the players can be clearly seen. Ikin was not out at the end of the day, but he soon succumbed when play was resumed

PERSIAN GOVERNMENT TROOPS MARCH IN TRIUMPH THROUGH TABRIZ—UNITS OF THE SHAH'S ARMY PASSING THE ARK, OR CITADEL, A CELEBRATED LANDMARK, WHEN THEY ARRIVED IN THE AZERBAIJAN CAPITAL TO RESTORE THE AUTHORITY OF PERSIA'S CENTRAL GOVERNMENT: An artist's impression of the scene as the troops completed the last stage of the journey from Mianeh. By this bold, decisive action, the so-called Democrat forces under Pishevari, which had been in control for the past year, clearly drawing their inspiration from Russia, were routed at one blow—*Drawing by W. G. Whitaker*

PERSIA
REGAINS CONTROL IN AZERBAIJAN

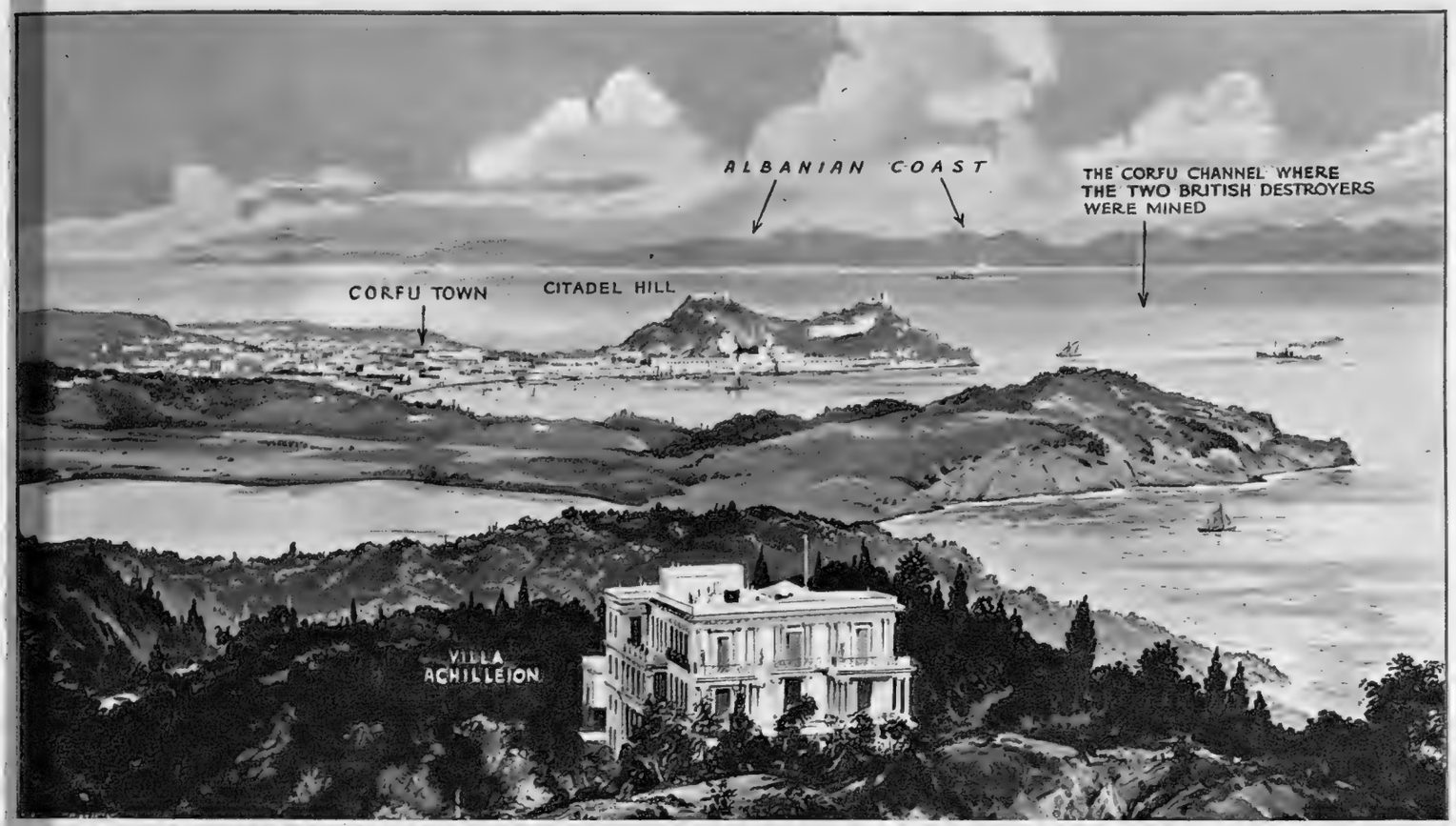
In the Persian province of Azerbaijan, where the "Democrats" under Pishevari had been flouting the authority of the Central Government at Teheran, there were dramatic events in December, and in a few days the whole political scene was changed. The Persian Premier, Qavam-es-Sultani, mobilised his regular forces and marched them from Teheran to Zenjan, and then pushed on through the mountain valleys to Tabriz, the Azerbaijan capital. The Government troops met with little opposition on the way, but their action is already having far-reaching consequences, and it is an important stepping-stone towards Persian unity. It is now possible for free elections to be held, and with no Azerbaijan Democrat soldiery to influence the result at the point of the bayonet, it is probable that Qavam and his followers will win a resounding victory at the polls

PLANNING THE ADVANCE FROM ZENJAN TO TABRIZ: A brigadier and two colonels of the Persian Regular Army in consultation with Mahmud Zulfaghari (right), the leader of 1,500 armed tribesmen who assisted the Government troops on the crucial stage of their journey into Azerbaijan. Zulfaghari and his men are the sworn enemies of the Azerbaijans, as during the Azerbaijan occupation of Zenjan the tribesmen suffered much at their hands

ALBANIA
FACES TROUBLE OVER THE CORFU MINING AND ON THE SOUTHERN FRONTIER

THE SWEEPING OF THE CORFU CHANNEL: A British minesweeper, one of nine engaged on the task, taking part in clearing operations and in the foreground a German-type mine which had just been neutralised. This sweeping of the area followed shortly after the tragedy of the *Saumarez* and *Volage*, the two British destroyers which hit mines when passing through the channel on their lawful occasions. The evidence has now been sifted and it has been confirmed that the mines were of German type and that they had not been in the water for six months. As a result, the British Government sent a stern Note to the Albanian Government, demanding the fullest apology and amends

On left—**THE VITAL EVIDENCE: Petty officers of the British Navy dragging ashore a German G.Y. mine which had been swept in the Corfu Channel. Representatives of the Mediterranean Clearance Board at once confirmed that they were of German type**



THE SCENE OF AN INTERNATIONAL INCIDENT—THE CORFU CHANNEL, WHERE THE BRITISH DESTROYERS "VOLAGE" AND "SAUMAREZ" WERE MINED WITH GREAT LOSS OF LIFE: A diagrammatic drawing looking across the roadstead from Corfu to the Albanian coast—*Drawing by E. G. Lambert*

The question of the mining of the Corfu Channel and of the disaster to the destroyers *Volage* and *Saumarez* has been in the forefront of the news for many weeks, and although during that time Albania has protested to the United Nations against Britain's aggressive behaviour in Albanian territorial waters, the evidence has clearly gone against the authorities at Tirana. It has now been established that the mines were of German origin, and that they had been in the water less than six months. They were laid in an international waterway over which neither riparian Power could claim exclusive jurisdiction, and through which ships should have an unrestricted right of way. The Mediterranean Mines Clearance Board confirmed the German origin of the mines, and as the Albanian shore batteries have been keeping a close watch on the Corfu Channel, the mines could not have been laid without the knowledge of the Albanians. With this evidence at its command, the British Government sent a stern Note to Albania on December 10. A reply came just before Christmas

ON ALBANIA'S TROUBLED SOUTHERN BORDER—A CAR IS HELD UP AT A GREEK FRONTIER POST IN THE MOUNTAINS WHILE THE GUARD CHECKS THE PAPERS OF THE DRIVER: On this frontier trouble has been brewing for several months past, and it finally flared up last month when guerilla troops from Albania, as also from Bulgaria and Yugoslavia, started creating trouble in the Macedonian villages of Northern Greece. The situation continued to deteriorate throughout December, and it seems evident that the guerillas from the north have been making a bold attempt to create independent zones in Macedonia—*Drawing by W. G. Whitaker*

THE UNITED NATIONS HAVE A MANHATTAN HOME

And Other Foreign News at the Turn of the Year

WHERE THE UNITED NATIONS WILL HAVE ITS PERMANENT HOME : A night scene looking across New York's East River to the skyscrapers of Manhattan. On this particular section of the Manhattan shore from 42nd Street to 48th Street, and flanking First Avenue, the United Nations is to build its permanent headquarters. The property, a section of grimy tenements, garages, etc., on the East Side, was bought for 8,500,000 dollars by Mr. John D. Rockefeller, Junior, and he has made a gift of the eighteen-acre site, which has been accepted by the General Assembly by 46 votes to 7. The site is only a few blocks from the Grand Central Terminal and Times Square. Until the new headquarters are ready the United Nations will continue to meet at Flushing Meadow. The real estate dealer, W. Zeckendorf, who completed the deal is buying up neighbouring properties for development

IT MIGHT HAVE BEEN OLD TRAFFORD : Spectators of the second Test Match at Sydney rushing for shelter when a violent storm hit the ground towards the end of the second day's play

THE DUKE OF GLOUCESTER'S AUSTRALIAN LEAVE-TAKING AT CANBERRA : The Governor-General of the Commonwealth is seen making a speech of thanks after Mr. Chifley (left), the Prime Minister, had presented him with a portrait by the Australian war artist, William Dargie. On the right are General Miller, Senator Armstrong and Major-General Rankin. Earlier in the evening the Duke had been entertained to dinner, members of the Government, the Opposition, headed by Mr. Menzies, and the Diplomatic Corps being present in force. The portrait is a replica of the portrait of the Duke which will hang in King's Hall, Parliament House, among the portraits of earlier Governor-Generals

WHEN RAIN STOPPED PLAY : Spectators on the Sydney ground protecting themselves with newspapers after the ground had been swamped during a sudden violent storm. The storm occurred at the start of the Australian first innings. The flash and bark of lightning and thunder accompanied Barnes and Morris to the wicket, and they made four appeals against the light while eleven balls were bowled, the last time successfully. Soon afterwards the rain came down in fury, drenching the spectators not under cover of the stands. Forty minutes later the ground was almost dry, and the impatient crowd, which had once invaded the field, was rewarded with a resumption of play. These storms are fairly frequent during the Australian summer, and they are remarkable for the rapidity with which they pass. This year Australia has had a notably wet summer, and several M.C.C. matches have been interrupted

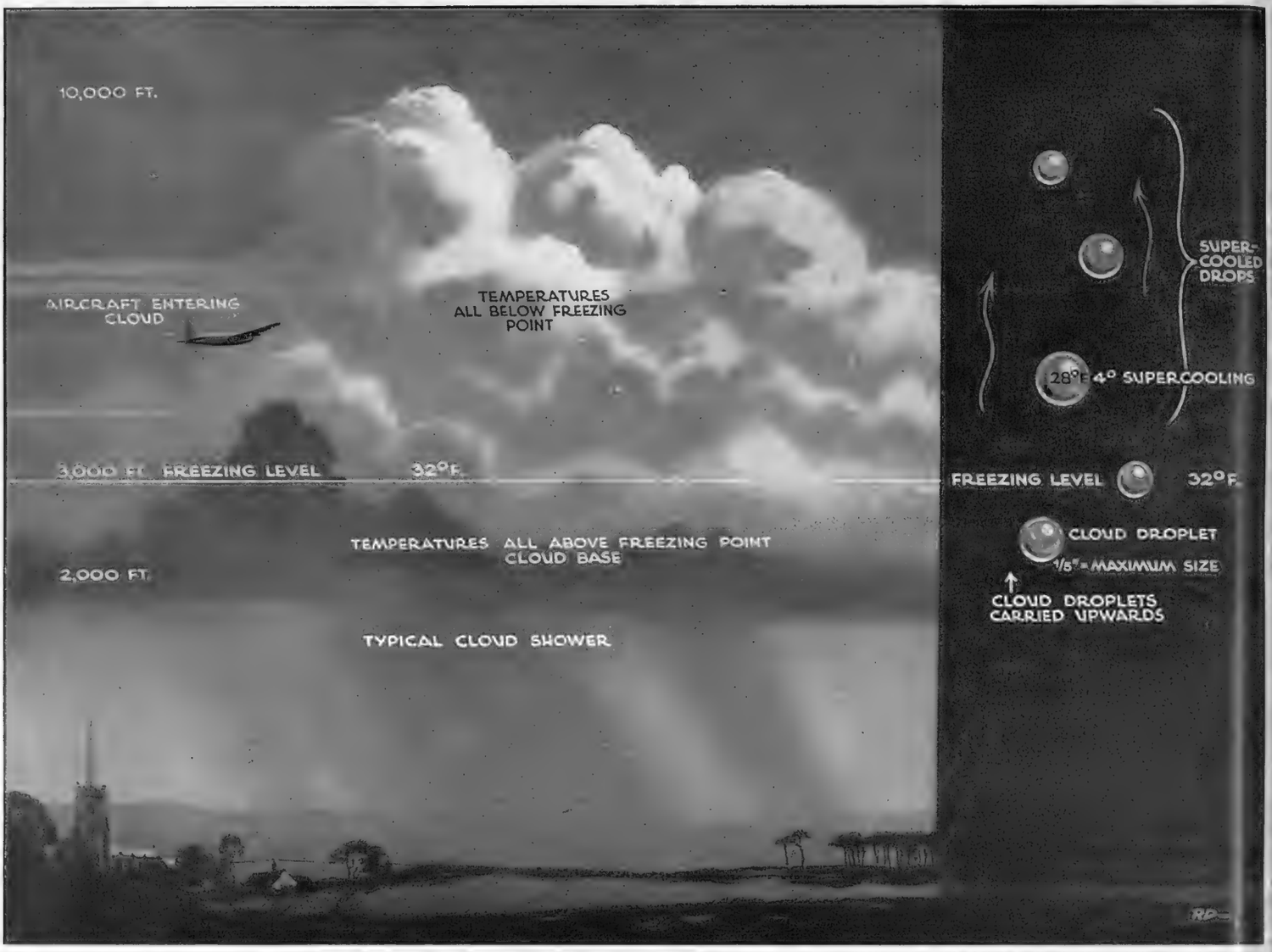
THE MARRIAGE OF MR. MALCOLM MACDONALD AT OTTAWA : Mrs. Kenyon Fellowes, the bride's mother ; Mr. Malcolm MacDonald, the Governor-General of the Malayan Union ; the bride and her daughter Jane ; Sheila MacDonald ; and Mr. Arnold Heeney, K.C., the best man, seen during the cake-cutting ceremony at Government House, where the Governor-General held a reception. Mr. MacDonald's marriage to Mrs. Audrey Fellowes Rowley took place at Ottawa's Christ Church Cathedral, and Mr. Mackenzie King, the Canadian Premier, and Field-Marshal Lord Alexander, the Governor-General, were among the guests. Mr. MacDonald, it will be remembered, was High Commissioner in Canada throughout the war period, and it is only lately that he has taken up his post in Malaya

VICTUALLING INDIA'S NORTH-EASTERN FRONTIER POSTS—A DAKOTA FLYING ABOVE A TRIBUTARY OF THE BRAHMAPUTRA A FEW MOMENTS BEFORE DROPPING SUPPLIES ON A LONELY MILITARY STATION: A gigantic task which was once done every six months by 3,000 coolies, but is now accomplished in 700 flying hours

In 700 flying hours half-a-dozen Dakotas of India Command, making approximately 200 sorties, are accomplishing a task which previously employed 3,000 coolies over a period of six months. This assignment was graded "operational" and known by the code word "Lohit," and was based on Mohanbari, near Dibrugarh on the Bengal-Assam Railway. The frontier posts to be provided with six months' supplies lie between latitudes 27 and 29 degrees north and longitudes 92 and 97 degrees east in mountainous tracts covered with impassable jungles. The westernmost posts are in the Balipara frontier tract in the Himalayan Ranges just south of Tibet. Along the source of the River Brahmaputra lie three more of the eleven posts in the Sadiya tract. Other posts are north of the Naga Hills (Tirap frontier) and in the Lehit Valley south of Sikiang. The "operation" consists of dropping more than 300 tons of provisions on fixed zones in the valleys closed in by high mountains, leaving no room for mistakes, much less for any mechanical breakdown. The items dropped consist for the most part of rice, atta, ghee, salt, tea, sugar, potatoes, onions, oil, condiment powder, cigarettes, matches, fish, butter, soap, biscuits and medical supplies

HE DUKE AND DUCHESS OF WINDSOR AT A NEW YORK CHARITY DANCE: The Duchess, wearing the latest bustle creation, and the Duke in evening dress, circling the floor at the Plaza, New York, during the ball given in aid of Disabled War Veterans. This was how *Time*, America's news magazine, described this picture: "The Duke and Duchess of Windsor and their clothes went dancing in the ballroom of Manhattan's Hotel Plaza, achieved the classiest photograph of their visit so far—he in white tie and tails and a boyish grin, she in a rustly formal with a sort of dorsal fin"

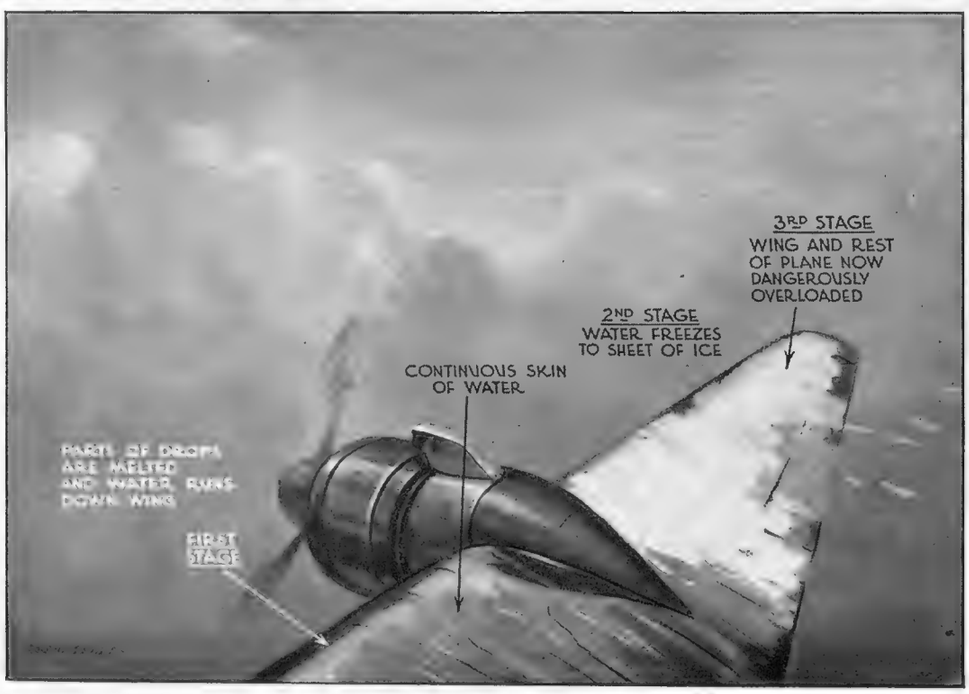
THE CAUDILLO DEFIES THE UNITED NATIONS: General Franco, Dictator of Spain, addressing the acclaiming crowd from the balcony of a theatre at Sarragossa. Ever since December 9, when the Political Committee of the United Nations passed a resolution condemning the Franco Government and recommending that Spain should be debarred from membership, feeling in Spain has crystallised strongly in favour of the Dictator, and it is felt that recent moves in New York have tended to place Franco more firmly in the saddle. He now poses essentially as the champion of Spain against foreign interference



HOW AIR LINERS COMBAT ICE and FOG

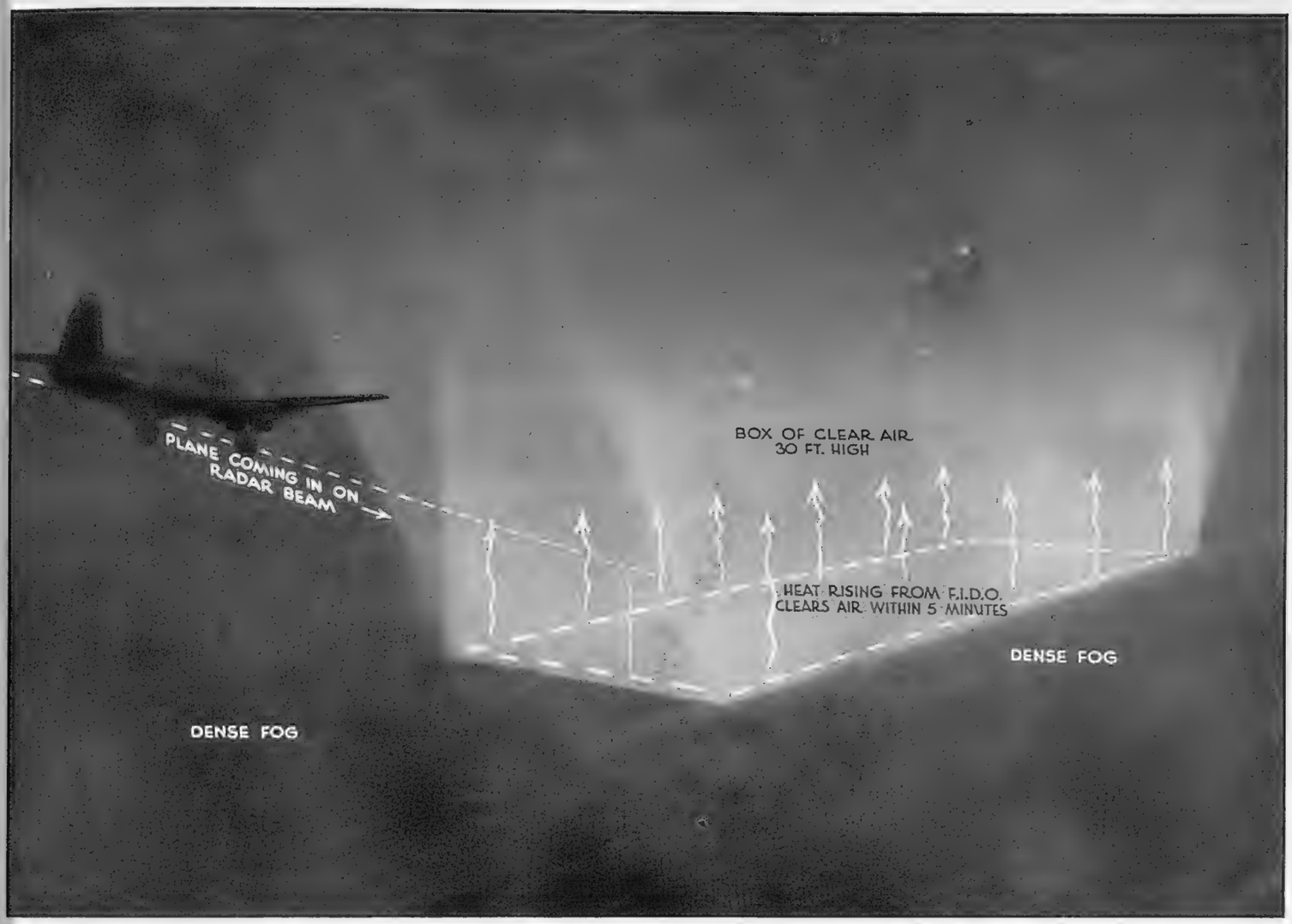
The Problem of De-Icing Equipment: The Joint Application of F.I.D.O. and Radar

THE PROBLEM OF ICING—HOW "SUPERCOOLED" WATER MENACES THE SAFETY OF THE AIR-LINER: A diagrammatic sketch showing exactly how this phenomenon occurs, a subject in the forefront of the news at the present juncture, owing to the grounding of twelve new Vikings on the British European Airways services. It is a curious paradox that water and not ice is the cause of icing risk to aircraft—at least, "supercooled" water. It is not commonly realised that water may exist in liquid form at temperatures far below the normal freezing-point. Such water is "supercooled." In the above drawing a typical cloud shower is seen. Vertical currents carry cloud droplets into higher regions where the temperatures are well below freezing-point. If, however, a "supercooled" drop comes into contact with an aircraft, the vibration causes it to freeze suddenly, and in the process sufficient "latent" heat is set free to remelt a considerable portion of the drop. In the case of the drop at 28 deg. Fah., 140-144ths would be melted, and this water would then flow back along the wing and fuselage surfaces united with water from other similar droplets to form a continuous skin of water. This water almost at once freezes into a sheet of clear ice, since the temperature of the aircraft itself is below 32 deg. Fah. The sheet of clear ice destroys the streamline effect and dangerously overloads the aircraft, which may, in a very short space of time, be forced down, unless evasive action is taken. De-icing equipment cannot normally deal with continuous sheet-ice—*Drawing by Roland Davies*



AND NO ONE WAS INJURED! The fuselage of the Railway Air Services Dakota, shorn of its wings and resting grotesquely on the roofs of houses at Ruislip

On left—**HOW ICE FORMS ON THE WING OF AN AIR-LINER: A diagrammatic sketch illustrating the phases which lead to the machine becoming dangerously overloaded.** The Vikings, it appears, have shown a tendency to instability under icing conditions, but on December 20 Vickers declared themselves confident that they would overcome the trouble early in the New Year. The T.K.S. de-icing system used on the Vikings is being modified, the first unpleasant icing "experience" on one of B.E.A.'s services having been confirmed by wind-tunnel tests. It was found that as the ice built up on the tail plane, the machine became unstable. In addition to doubling the pumping capacity of the de-icing fluid, the elevators are being altered to make them less sensitive to accreted ice



RADAR COMES TO THE AID OF F.I.D.O.—A PLANE BEING GUIDED TOWARDS THE GROUND ON A RADAR BEAM BEFORE MAKING A VISUAL LANDING IN THE AREA ARTIFICIALLY CLEARED OF FOG: This experiment, which is being tried out at Blackbushe Aerodrome, near Camberley, is very much more economical than the F.I.D.O. system operated on its own, a clearance of 30 ft. instead of 100 ft. being all that is now required of F.I.D.O.—*Drawing by Roland Davies*

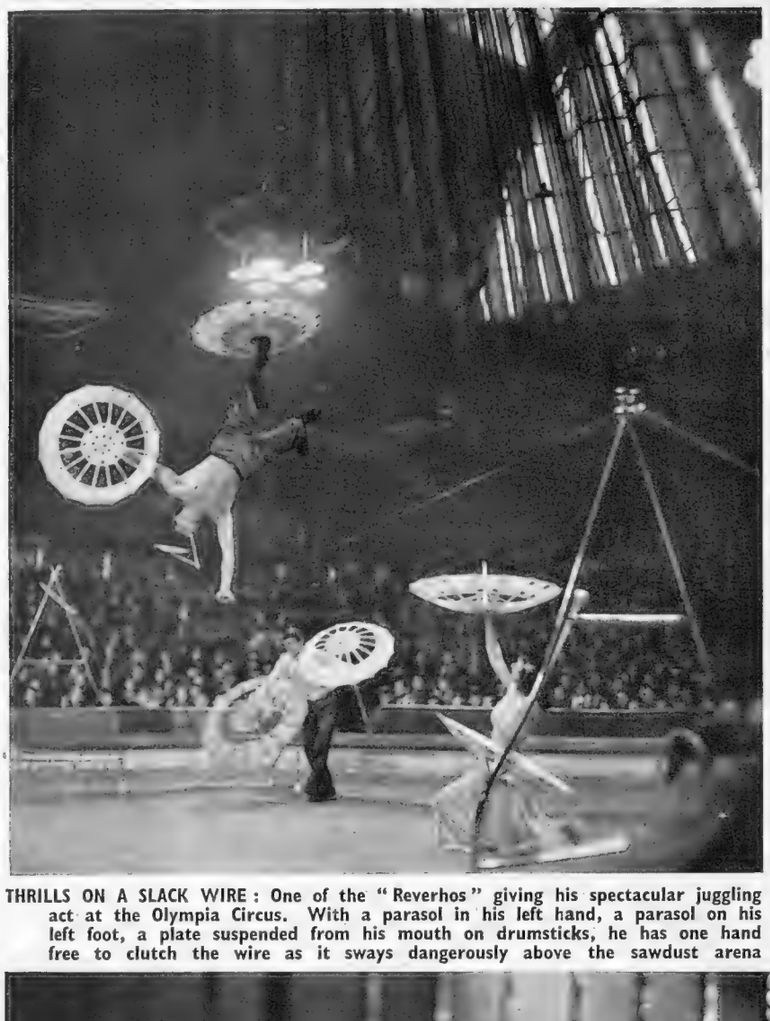
F.I.D.O.—the system used during the war for the artificial clearance of fog from vital landing-fields—has been rated as too expensive for peacetime operation, and the installation at the London Airport, Heathrow, which was half-completed, was abandoned solely because of the cost. Now, it seems, radar has come to the rescue of F.I.D.O., and, with the new equipment at Blackbushe, Camberley, the Ministry of Civil Aviation's testing-ground, planes will be guided to within 30 ft. of the ground along the radar path, and the fog clearance apparatus will be sufficient to enable them to make the touch-down in safety. Formerly F.I.D.O. was required to create a box of clear air 100 ft. high. This modified F.I.D.O. apparatus is flush with the ground and covered by a grid, so that both heavy and light aircraft may taxi over it safely. Fog clearance takes place five minutes after the device is switched on, and the lowest grade of petrol can be used. It is now distinctly possible that the new modified F.I.D.O. will be installed at all civil airfields throughout the country

THE MOST EXTRAORDINARY ACCIDENT OF 1946—THE RAILWAY AIR SERVICES DAKOTA BALANCED ON THE ROOF OF TWO SEMI-DETACHED HOUSES IN RUISLIP JUST AFTER TAKING OFF FROM NORTHOLT AIRPORT EN ROUTE TO PRESTWICK: Although petrol poured all over the houses there was no fire, and a child asleep in one of the upper rooms was uninjured. The trapped occupants were released when a hole was cut in the fuselage

Eye-witnesses said that the Dakota appeared to be in difficulties as soon as it took off, and failed to gain height. Narrowly missing a passing lorry, it roared at roof-top height over Angus-drive, South Ruislip. It struck a house, sheared off the roof and swung at right-angles, shedding its wings. The body bounced and landed heavily on the houses further along the road, scattering wreckage all round. The occupants —three crew, a stewardess and a passenger—were trapped inside. Petrol from the punctured tanks poured over the houses. To minimise the danger of fire, electricity was cut off in all the adjacent houses and domestic fires put out. Families from four of the damaged houses were speedily evacuated

ONCE AGAIN THE CHRISTMAS CIRCUS

London Youth Flocks to Olympia to See the Revival of a Favourite Pre-war Entertainment



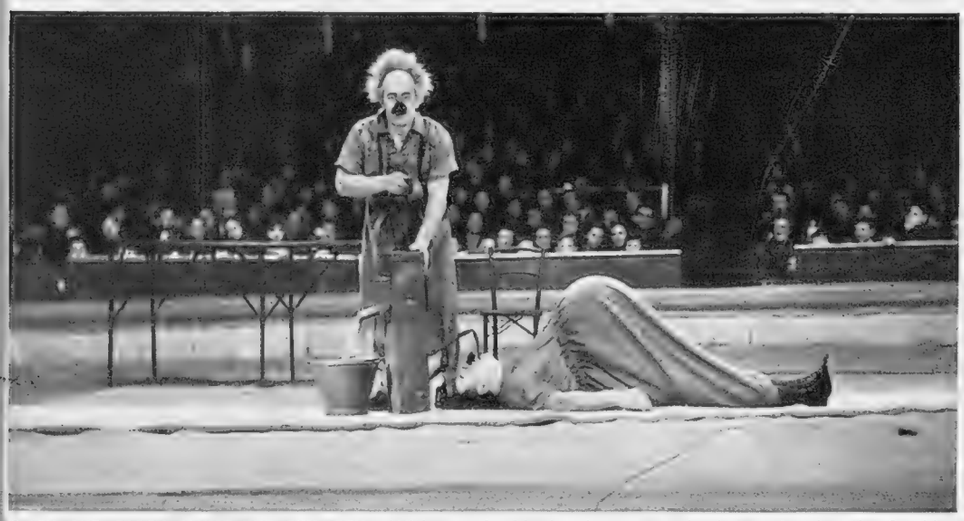
THRILLS ON A SLACK WIRE: One of the "Reverhos" giving his spectacular juggling act at the Olympia Circus. With a parasol in his left hand, a parasol on his left foot, a plate suspended from his mouth on drumsticks, he has one hand free to clutch the wire as it sways dangerously above the sawdust arena

THE ELEPHANTS HAVE NOT FORGOTTEN—FROM 1939 TO 1945 THEY DID W
ENTERTAINING THE THOUSANDS OF CHILDREN WHO ARE FLOCKING TO
which, as in the years before the war, was regarded as the final d

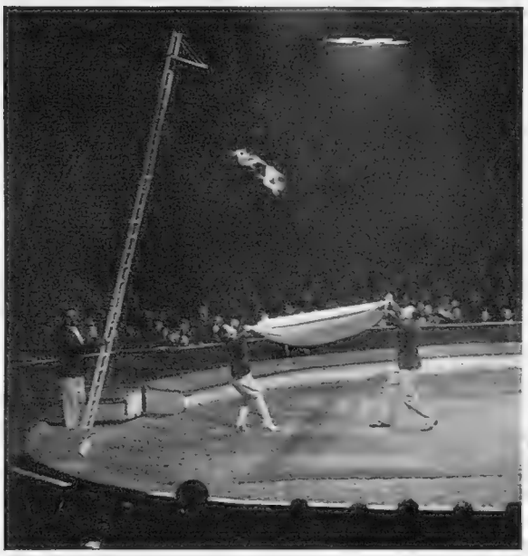
Children who have never in their lives seen a clown or an elephant, such are the deprivations of war, are now at long last repairing the deficiency at Olympia, where the Bertram Mills Circus, almost sold out before the opening day, is proving the great attraction of the holidays. Getting the circus together again after the war years has been an immense task. Mr. Cyril Mill went to the Continent in search of talent but his search was long and difficult, so man famous turns having been split up. However persistent effort triumphed, and Olympia, once the clothing store for demobilised soldiers, is now the daily scene of sometime riotous, often breath-taking entertainmen

NICHOLAI FEEDS A PERFORMING LION FROM HIS MOUTH—THE KING OF THE JUNGLE WAITS EXPECTANTLY ON HIS PEDESTAL AS HIS TRAINER APPROACHE
WITH A DAINTY MORSEL: During the war the lions lived in loose boxes at Chalfont St. Giles, but they have been brought back into training at the Asco winter quarters of the circus. Two of the old-timers have died, and six new ones have been acquired from Dublin Zoo and trained up to circus standard

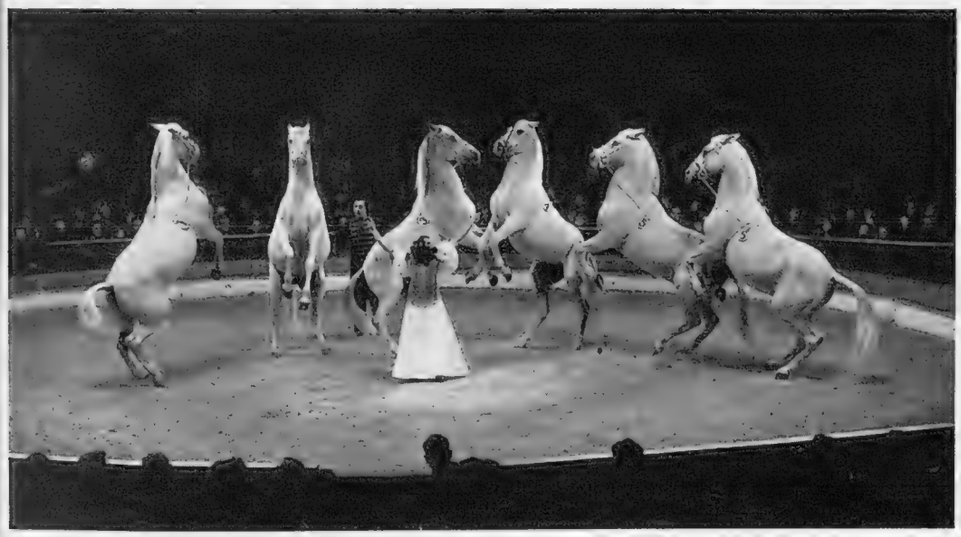
WORK IN A REMOTE PART OF BUCKINGHAMSHIRE, NOW THEY ARE BACK IN THE SAWDUST RING AND YMPIA DURING THE CHRISTMAS HOLIDAY SEASON: This picture was taken on Children's Day at Olympia, rehearsal for the opening of the circus. During the past few months the circus has been on tour



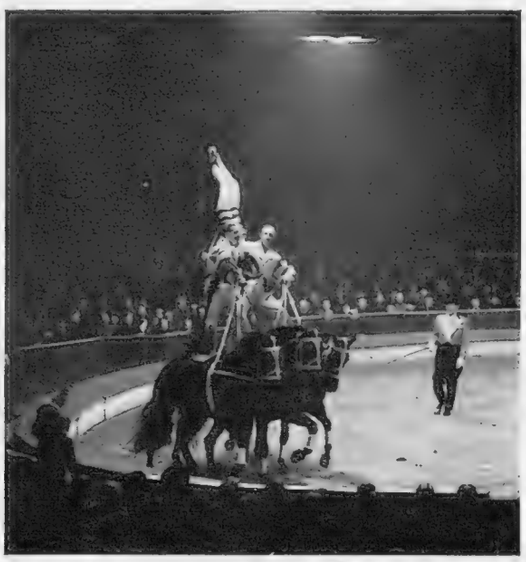
CRICK AND CROCK AMUSE THE CHILDREN: With ramshackle hand-pump, a bucket and a length of tubing they are in their element providing light entertainment between the acrobatic and the animal turns



THE LITTLE DOG AND THE BIG JUMP: When he has climbed to the summit of the ladder the attendants hold the blanket and, with perfect confidence, he makes his leap, seemingly enjoying the performance



A SYMPHONY IN GREY: The equestrian display is, as ever, one of the great features of the circus. Like the circus elephants, the horses were sent away during the war, and thirty of them went to a paddock near Northolt Aerodrome, where, on one occasion, a German fighter came over and strafed them, fortunately inflicting no casualties. Cyril Mills declares that when some of the horses were first turned out to grass they had been so pampered in the past that they refused to eat it



THE CUMBERLANDS IN THEIR EQUESTRIAN ACROBATIC ACT: During the war Billie Baker, the bareback rider of the troupe, jumped on D-Day and also at Arnhem

UNITS OF THE UNITED STATES FLEET VISIT THE LEVANT: Stern views of the Cleveland-class destroyer "Fargo" and the aircraft-carrier "Randolph" during a courtesy call at Beirut. During the summer, autumn and winter United States units, including the "Franklin D. Roosevelt" and the "Missouri," have cruised from Portugal to the Eastern Mediterranean and even the Bosphorus, and their presence in the Middle Sea has certainly not been without international significance

SHIPS AND THE SEA

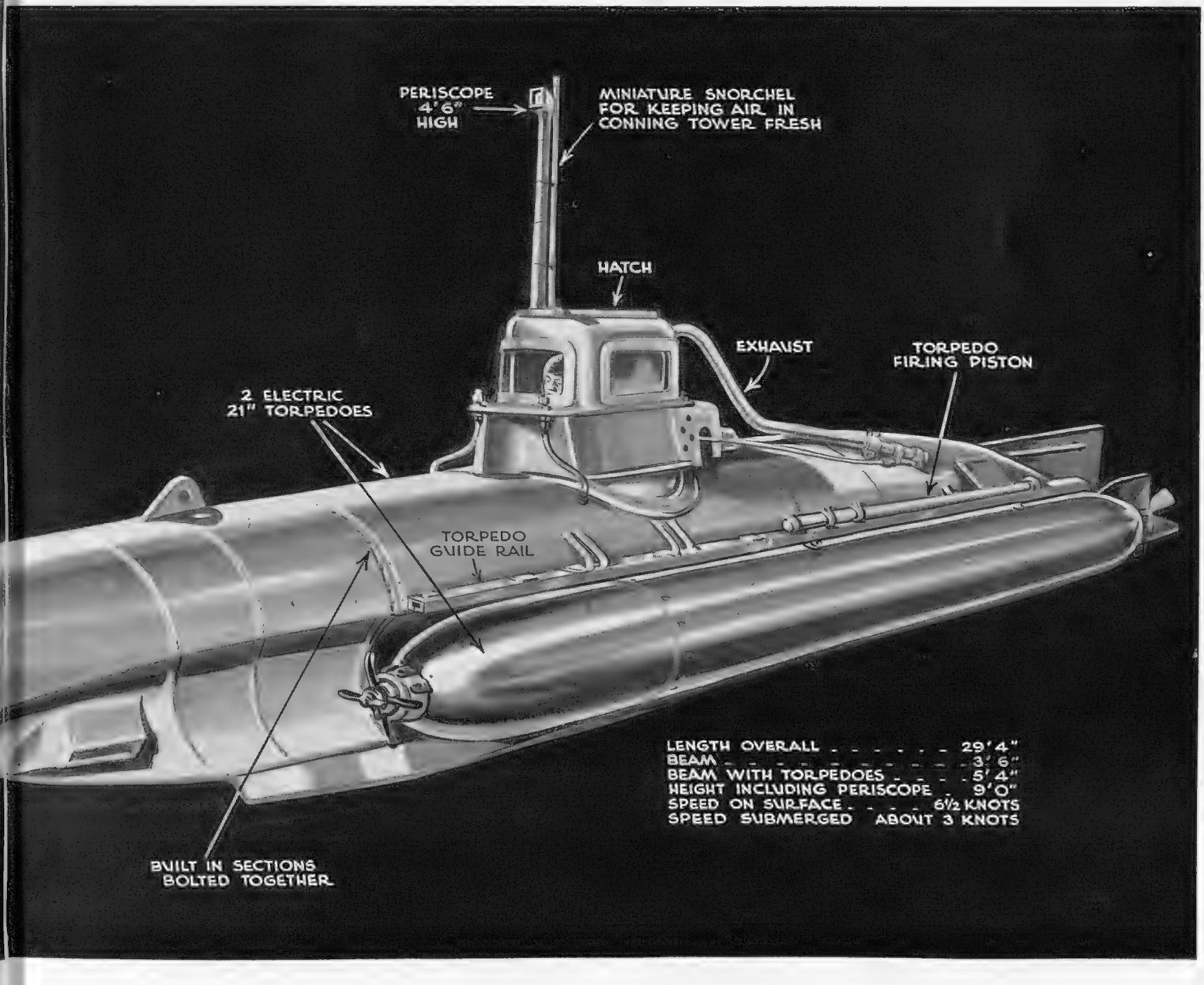
U.S. Units at Beirut: The "Andes" to Cruise Again: "Derfflinger" and "Iron Duke" Meet: The One-man Submarine

THE "RANDOLPH" AT HOME TO THE PEOPLE OF BEIRUT: Visitors to the 27,000-ton U.S. aircraft-carrier seen on the flight-deck of the vessel as she lay beside the mole. The "Randolph," completed in 1944, belongs to the celebrated Essex class

Below on right—**THIS WAS THE GERMAN ONE-MAN SUBMARINE: An artist's impression of the "Biber 90," equipped with two 21-in. torpedoes, which is now on view at an exhibition relating to the Second World War at the Imperial War Museum, Lambeth.** "Biber 90" was found by one of H.M. ships on December 29, 1944, about 30 miles east of the North Foreland, sinking very slowly. The torpedoes had not been fired, and the food and water had not been consumed. The operator was sitting inside, dead: it was later found that he had died from carbon-monoxide poisoning, having left open a drain on the exhaust system. The craft was taken to H.M. Dockyard at Chatham and put in running order, so that trials could be done, using various methods of detection. Extensive trials were carried out by British Midget submarine officers, and the information gained passed to anti-submarine forces to help them to detect and destroy these and similar types of which a large number were built. The "Biber 90," complete with torpedoes, weighs a little over 6 tons. It is under 3 ft. 6 ins. wide. Its surface range is 75 miles—*Drawing by W. C. Ives*

A FAMOUS CRUISING LINER TO BE RECONVERTED—THE "ANDES," OF 26,000 TONS, SEEN IN RIO DE JANEIRO HARBOUR DURING ONE OF HER PRE-WAR VOYAGES: An artist's impression of a vessel which became well known on the South American passenger route and was known also to many thousands of cruising holidaymakers. At the moment the *Andes* is still engaged in transporting troops to and from the Far East, but at a recent meeting of the Royal Mail Line it was stated that she would probably be released early in 1947 and that she would then be reconditioned, resuming her South American service and also making cruises. At the same time the Royal Mail Line have announced their renewed interest in cruising, and there is no doubt that this form of holiday-making, which became so immensely popular in the '30's, is going to enjoy a further boom in the years ahead. The first of the Royal Mail liners to be refitted is the luxurious *Highland Chieftain*, and her sister-ship, the *Highland Brigade*, is also undergoing the same process

OLD ENEMIES MEET—THE "IRON DUKE," ADMIRAL JELLICOE'S FLAGSHIP AT THE BATTLE OF JUTLAND, AND THE BATTLE-CRUISER "DERFFLINGER," FLAGSHIP OF THE GERMAN HEAVY CRUISER SQUADRON AT JUTLAND, MEET AT FASLANE DOCK, NEAR GLASGOW, WHERE THEY ARE NOW BEING BROKEN UP FOR SCRAP: The "Iron Duke" which is seen in the foreground, served as a depot ship at Scapa during the Second World War, while the "Derfflinger," which is seen supported in an upside-down position in a floating dock, has only lately been raised from the waters of Scapa, where she was scuttled by her German crew in 1919



HOME NEWS
AT THE TURN OF THE YEAR

THE LEADER OF THE GREEK ARMY SEES BRITISH CADETS AT THEIR PASSING-OUT PARADE: Lieut.-General Spiliotopoulos, Chief of the Greek General Staff, taking the salute as newly-commissioned officers of 164 O.C.T.U. paraded before him at Trentham Park, Staffordshire. The General's visit to England has been one of special significance, as he is now engaged in the reorganisation of the Greek Army and he has been taking this opportunity of studying the well-tried British methods of officer training. The 164 O.C.T.U. at Trentham is for infantrymen, and the course is probably as stiff as any in the country

THE ROYAL NAVY ACKNOWLEDGES THE CO-OPERATION OF THE P.L.A.: Rear-Admiral E. C. Boyle, V.C. (left), and Admiral Sir Martin Dunbar-Nasmith, V.C. (second from left), presenting to Sir John Anderson, Chairman of the Port of London Authority, and Sir Douglas Ritchie, Vice-Chairman of the P.L.A., a wooden plaque commemorating the help afforded the Royal Navy by the Port authorities during the war, when London Docks were so constantly under attack by the Luftwaffe. Rear-Admiral Boyle was the Flag Officer in charge of London from 1939 to February 1942, and Admiral Dunbar-Nasmith held the same post from 1942 to March 1946, the two officers thus covering together the entire period of the war. Rear-Admiral Boyle retired in 1932, but returned in 1939 to assume command in London. Both admirals won the V.C. in the same year—1915

AN AFRICAN CRUCIFIX FOR COVENTRY CATHEDRAL: This magnificently carved figure in African ebony, the work of an eighteen-year-old native boy from Tanganyika, has been presented to the Cathedral by Mr. E. P. Wyatt, a Colonial Civil Servant. The head of the figure is modelled on that of a tribal chieftain. The Crucifix hangs on the West Wall of the Chapel of Resurrection (the Cathedral's south porch in the days before the blitz). Since the appeal was launched, gifts for Coventry Cathedral have continued to pour in, and at Christmas the flow of offerings naturally tended to increase

THE LAMB THAT WAS LOST IS RETURNED TO THE FOLD: A dramatic and arduous rescue on the rocky Gower coast in West Wales. Mr. William Kneath, a farmer in the Swansea area, returning to the summit of the cliff with one of his lambs which had fallen and become stranded on a ledge 60 ft. below. The lamb was a well-grown specimen and of a fair weight, so Mr. Kneath had to work his way up from the ledge, taking rests in between efforts. The whole operation took him three hours. All the way from Mumbles through Langland Bay, to Oxwich and Rhossily, this coast is extremely precipitous

CARDINAL GRIFFIN SEES THE ADVENTURES OF PIP: The Archbishop of Westminster seated between Director David Lean and Mr. J. Arthur Rank, the film magnate, at a private showing of the Dickens film "Great Expectations," at the Hammer Theatre, Wardour Street. The film is a wonderfully faithful record of the Dickens story, apart from the adapted ending. It was showing throughout the Christmas holidays at the Gaumont Cinema, Haymarket, and it may not be generally released for some time. The stars are Valerie Hobson and John Mills

THE GOSPEL OF TOTAL IMMERSION: Wearing white Baptismal gowns, these men, women and girls, aged eighteen to seventy, were baptised recently at St. Budeaux Baptist Church, Plymouth. To the accompaniment of cries of "Hallelujah," they each stepped into the baptismal tank and were totally immersed for two seconds by the attendant pastors. The font, about 10 ft. long and 4 ft. wide, is in front of the pulpit, and the priests themselves stood in the water up to their knees in order to carry out the immersion

A MODEL GLIDER TO BE USED FOR PHOTOGRAPHIC RECONNAISSANCE: Mr. L. F. Lawes, the inventor, with his balsa-wood glider into which he has fitted a miniature camera which takes twenty-four 16-millimetre exposures, the shutter being operated by a timing device. Mr. Lawes has equipped his glider in order to take photographs above Stone Age settlements in Berkshire, as it has been found that aerial reconnaissance frequently reveals secrets that are hidden from the eyes of the ground observer. The view has been put forward that such camera-equipped gliders could play a vital part in the reconnaissance of enemy positions in wartime

A MINIATURE LANDSLIDE HOLDS UP LONDON TRAIN TRAFFIC: Men engaged in filling in the gap after a quantity of earth had left the rails hanging in mid-air on a stretch of the London and North-Eastern Railway between Grange Park and Winchmore Hill. Trains were held up for some time while this gang went into action and made good the damage. The subsidence was probably due to heavy rains during November, which have tended to undermine the embankments in many parts of the country

THE FORERUNNER OF A FLEET OF TURBO-JET AIR-LINERS: The final assembly stage in progress on the prototype Miles Marathon at the Reading works of the Miles Aircraft Company. This prototype, with four Gipsy Queen engines, is designated M.60, and differs from the twenty-five Marathons, designated M.69, which have been ordered by British European Airways and which may be ready some time next year. The M.69's will be powered by two Armstrong Siddeley Mamba propeller gas turbines, and they will be put into service on routes which require high-speed aircraft, but do not have the density of passenger traffic to warrant the use of large aircraft. Some of the British internal routes come into this category. According to B.E.A., the twenty-five Marathons will carry fourteen passengers and 1,000 lbs. of freight for 750 miles. The cruising speed will be 230 m.p.h.

TO MAKE THE AUSTIN CAR IN INDIA: Mr. K. Narayan, Mr. R. Saran, Mr. A. R. Wadia, Mr. B. J. Hegarty (director and sales manager of the Austin Motor Export Corporation), Mr. R. Gidwaney and Mr. R. E. M. Pratt, of Austins, who together have negotiated an important agreement for manufacturing and assembling the well-known touring models in India. Mr. Pratt has been appointed the Executive Director of the new Indian company, and on him will depend in large measure the success of the venture. The idea of the branch factory system has been employed with success by other big motor manufacturers

JANE AUSTEN'S HOME FROM 1809 TO 1817, FORMERLY KNOWN AS CHAWTON COTTAGE, ON THE MAIN ROAD BETWEEN ALTON AND WINCHESTER, WHICH THE JANE AUSTEN SOCIETY IS SEEKING TO ACQUIRE AND PRESERVE: For this object the Society has set itself to raise at least £5,000. The house, of Georgian date, is divided between occupants who would not be disturbed; but acquisition of the property would ensure the use of a large room to be used for housing relics of the novelist and form the nucleus of a place of pilgrimage. It was at Chawton that Jane rewrote her first novel from the draft called "Eleanor and Marianne," and published it as "Sense and Sensibility" in 1811—*Drawing by Percy Home*

JANE AUSTEN AT CHAWTON

An Appeal for the Preservation of Her Home

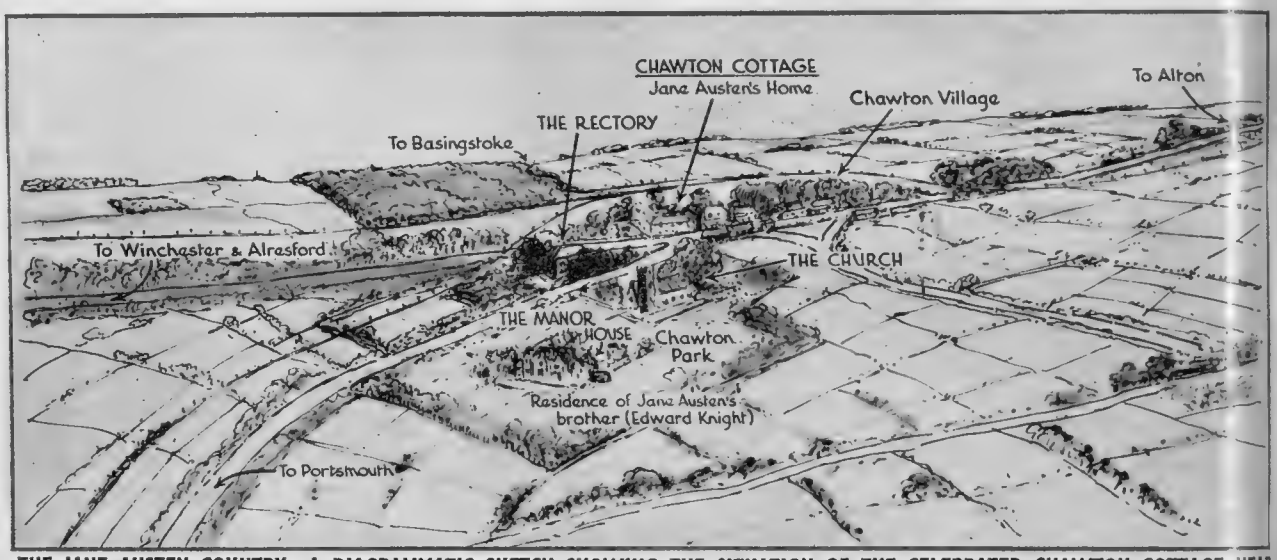
Jane Austen, that brilliant miniaturist of character, that quiet, serene genius who depicted with such amazing vitality the life of the country she knew so well, probably has more ardent admirers than any other novelist, but it is only since 1940 that there has been a Society devoted to the perpetuation of her memory, and only now, for the first time, is the Society becoming widely known.

The Jane Austen Society is appealing for funds; £5,000 is the minimum they have set themselves, and the aim is to acquire Chawton Cottage, where Jane lived with her mother, her sister Cassandra, and their friend Martha Lloyd, from 1809 almost up to her death in 1817. At Chawton Jane rewrote her first novel from the draft called *Eleanor and Marianne*, and published it as *Sense and Sensibility* in 1811. Here her next work, *First Impressions*, was rewritten and published as *Pride and Prejudice*, in 1813. *Mansfield Park*, published in 1814, *Emma*, published in 1816, and *Persuasion*, published after her death, were all written during her time in this house, which was therefore the home of all her works, except *Northanger Abbey* (finished at Bath in 1803), in the form in which we have them.

To Jane Austen's admirers this house, therefore, is of unique interest. It is a brick building, shaped like an "L," standing at the junction of the London-Winchester and Portsmouth roads, and opposite the park of Chawton Great House. This property had been inherited by Jane Austen's second brother, Edward, who took the name of Knight when he acquired the estate. He was therefore able to put the cottage at the disposal of his mother and sisters when they left Bath on the death of his father, the Rev. George Austen.

The house has for many years been divided into flats, and is at present occupied by three families, but with the exception of a few minor alterations, remains as it was during Jane's lifetime.

The aim of the Jane Austen Society is to acquire this house, and while keeping it in repair and the main part of it in use as living accommodation, to make those rooms which are definitely associated with Jane Austen accessible to the public. The home of the Brontës in Haworth Parsonage has been admirably arranged as a museum, and Jane Austen's house, it is felt, deserves equal care, though the same treatment would hardly be suitable in the present housing shortage.

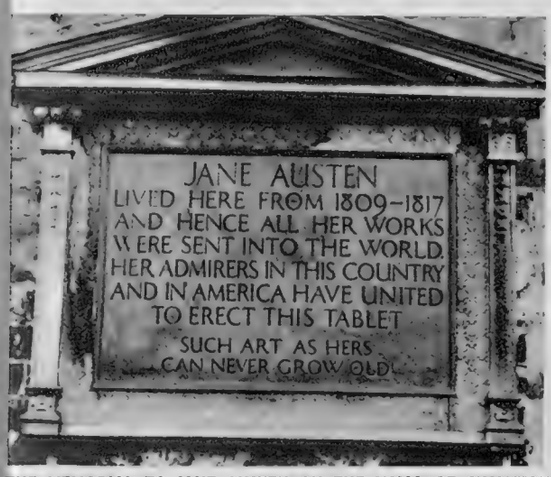


THE JANE AUSTEN COUNTRY—A DIAGRAMMATIC SKETCH SHOWING THE SITUATION OF THE CELEBRATED CHAWTON COTTAGE NEAR THE FORK OF THE WINCHESTER AND PORTSMOUTH ROADS: If the Jane Austen Society can acquire the £5,000 or more for which they are appealing it is felt that Chawton would become a worthy place of pilgrimage. The Society hopes to acquire the whole house, and while keeping it in repair and the main part of it in use as living accommodation, it will make those rooms which are definitely associated with Jane Austen accessible to the public—*Drawing by Percy Home*

THE BIRTHPLACE OF MISS MITFORD—THE OLD COTTAGE AT ALRESFORD, THE NEAREST SMALL TOWN TO CHAWTON VILLAGE, AND IN ITSELF A SHOWPLACE ON THE WINCHESTER ROAD: The two women novelists were never neighbours, as by the time Jane came to live at Chawton Miss Mitford had moved to Three Mile Cross, where she penned her delightful sketches of village life. Miss Mitford always took a keen interest in Jane Austen's work, but at first she was critical of it, attributing to it a certain want of perception, taste and humour, as witness an acid letter written to Sir William Elford in 1814. Later she became one of Jane's most ardent admirers and was fulsome in her praise—*Drawing by Percy Home*

JANE AUSTEN'S FAMILY CIRCLE : Her father, the Rev. George Austen, her mother and her beloved sister Cassandra. Three authentic silhouette portraits. Jane's father was a man of considerable culture, with very much the manner of Mr. Bennett in "Pride and Prejudice," and he took the keenest interest in his daughter's literary career. The Rev. Austen supplemented a small income by taking pupils at his house, and with them Jane learned music, dancing, French and a little Italian, though more important than all these things was possibly Jane's great gifts of observation. If Mr. Austen was like Mr. Bennett, Mrs. Austen was certainly no Mrs. Bennett. She had large grey eyes and good features. Her prominent nose was transmitted to not a few of her seven offspring. Of her brothers and sisters, Jane was most devoted to Cassandra, who was older. Cassandra mothered Jane, and even when Jane became a literary figure she was still the dominating partner. Biographers have a grudge against Cassandra on account of her destruction of the great bulk of her sister's correspondence. Cassandra had an idea that some of it might be damaging

JANE AUSTEN AS A YOUNG GIRL : An early portrait (possibly by Zoffany) of her in a muslin dress and carrying a parasol. Jane has been described as tall, slender and graceful; she was a brunette with a rich colour, hazel eyes, fine features and curling brown hair. Her manner was wholly delightful



THE MEMORIAL TO JANE AUSTEN ON THE WALL OF CHAWTON COTTAGE : This tablet was erected by admirers of the novelist in this country and America. Although Jane Austen lived in many houses, Chawton is important, as it was there that the bulk of her work was done

THE GREAT HOUSE AT CHAWTON : It lay in the park across the high road from Jane's cottage and was inherited by Jane's brother Edward, who took the name of Knight when he acquired the estate. The Chawton cottage was also in his ownership, and he was able to place it at the disposal of his mother and sisters when they left Bath on the death of his father, the Rev. George Austen

CHAWTON RECTORY AS IT IS TO-DAY : A sight familiar to the famous authoress during her sojourn at Chawton. With her sister Cassandra she was a frequent visitor to the Rectory, where no doubt her gifts of observation provided valuable material for work she had in hand

JANE AUSTEN'S COTTAGE VIEWED FROM THE GARDEN : A rear view of the building as it is to-day. It is a remarkable fact that the great novelist should have done most of her finest work at Chawton, as she wrote under great difficulties in very cramped surroundings

THE OLD FLINT CHURCH IN CHAWTON HOUSE PARK : Jane and her family were frequent visitors to the church. Jane spent nearly all her days in village and country town, and it is little wonder that such a shrewd observer should have portrayed with such vitality the life she knew. Jane remained at Chawton almost to the end of her life, but her last illness took place in Winchester and she died there in 1817. The church actually stood within the estate of Jane's brother, Edward Knight

THE MEN OF THE ROYAL HOUSEHOLD

The Palace Officials who Comprise the King's Retinue

By CHARLES GRAVES

WHEN Their Majesties, accompanied by the two Princesses, go to South Africa, their Royal retinue will consist of only thirty people, headed by two private secretaries, two equerries and three ladies-in-waiting. The party further includes a medical officer, Press secretary, police officers, clerks, ladies' maids, valets and footmen.

At home the Royal Household numbers over 250 people—quite apart from clerks and domestic staff. Nor does this figure include the Queen's Household of a dozen; Queen Mary's of twenty-six; Princess Elizabeth's of two; the Princess Royal's of six; the Duchess of Kent's of four; nor the Duke of Gloucester's (in England) of two. Nor does it even include the holders of various high hereditary offices which are dormant except for a coronation. Thus, the Duke of Norfolk, as the Earl Marshal, is personally responsible for all details of a coronation or the funeral of the Monarch, though it is in his private capacity, and as the King's representative at Ascot, that he is responsible for invitations to the Royal Enclosure.

The Great Officers of the Royal Household are: (1) Lord Chamberlain (the Earl of Clarendon); (2) the Lord Steward (the Duke of Hamilton); and (3) the Master of the Horse (the Duke of Beaufort). But the duties of the two dukes are inconsiderable compared with those of the Lord Chamberlain, who has a full-time job as head of the Royal Household. As such, he is responsible for all appointments right down to the typists, though the domestic staff are the responsibility of Sir Piers Legh—the Master of the Household. The Lord Chamberlain is further responsible for the custody of the Crown Jewels and for all functions such as Courts, Levees, Royal Garden Parties, Investitures and State Visits.

Under the Theatres' Act of 1843 he is also responsible for the censorship of plays. At Courts and Levees he personally announces by name everybody who is being presented, wearing—in peacetime—his dark-blue uniform with gold and red cuffs and collar.

Now, in order of precedence, come three political officers of the Royal Household—the Treasurer, the Comptroller and the Vice-Chamberlain. They are the three Government Whips, who also hold appointments in the King's Household. They have nothing, really, to do in the Royal Household, except for the Vice-Chamberlain, whose traditional duty is to provide a daily digest of the parliamentary proceedings in the House of Commons for the sole perusal of the King. All three, however, have to attend His Majesty on ceremonial occasions.

There are two Gold Sticks-in-Waiting who function alternately—the Earl of Athlone and Field-Marshal Lord Birdwood. They hold the appointment as Colonels of the Regiments of, respectively, the Life Guards and Royal Horse Guards. Each has a gold-knobbed stick which he keeps at home, but always carries when summoned to attend a ceremonial occasion. Approximating to the two Gold Sticks are the Vice-Admiral and Rear-Admiral of the United Kingdom—Admiral Sir Martin Dunbar-Nasmith and Admiral Sir Percy Noble. Like all the others I have so far mentioned, they stand on the dais when His Majesty is receiving his subjects.

We now come to the aides-de-camp. These are headed by a first and principal Naval A.D.C., six A.D.C.s general, and a principal Air A.D.C. They attend the King on any Service occasion—for example, when he goes to Portsmouth or Aldershot—as well as on State occasions.

Private Secretary to the King is Sir Alan Lascelles, aided by Major Michael Adeane and Major Edward Ford, together with a Press Secretary—Captain Ritchie, R.N., better known as "Bartimæus." Their duties are just what you would expect from the name of their offices. They are responsible for the private correspondence of the King, and they maintain the liaison between His Majesty and the Government. As the letter-bag may run into hundreds of letters a day, six women clerks are also necessary.

Keeper of the Privy Purse and Treasurer to the King is Sir Ulick Alexander. Secretary of the Privy Purse and Deputy Treasurer is Commander Dudley Colles. They are responsible for the manipulation of the entire Civil List, the King's public subscriptions, his private moneys, the management of the Royal estates like Balmoral, Sandringham and Windsor. They are also responsible for what is known as the Royal Patronage, which may be anything from being patron of a golf club to some Royal institution. What they and other paid servants of the King receive as a salary is never disclosed, but their duties are onerous. The Civil List is £410,000 a year. This is in part divided into £110,000 for the Privy Purse, to keep up the Royal estates and pay the salaries of the household; £134,000 for the Royal expenses; and £13,000 for the Royal Bounty. Sir Piers Legh, to whom I have already referred, is in charge of all the palaces in private occupation—Buckingham Palace, Windsor Castle, Sandringham and Balmoral; their furnishings, staff, food and drink all coming under his care. St. James's Palace, Holyrood Palace, Kensington Palace and Hampton Court Palace are official residences and come under the Lord Chamberlain.

It would clearly be impossible for one man to undertake all the duties of the Lord Chamberlain. To assist him, therefore, he has a Comptroller—Sir Terence Nugent, C.V.O., M.C.; an Assistant Comptroller—Brigadier Gwatkin, C.V.O., D.S.O.; and the Secretary—Mr. George Titman. The Lord Chamberlain's office in Stableyard, St. James's Palace, has to implement all the duties of the Lord Chamberlain himself. These include such matters as Ceremonial; the dealing with applicants for Levees and Presentation at Court; the organising of State Drives, and the traffic arrangements necessary for them. Aided by three examiners of plays, it is responsible for the licensing of all plays which have public performances. It also has to license the actual buildings of the theatres from Stoke Newington in the north, Poplar in the east, Camberwell in the south and Victoria in the south-west. The Lord Chamberlain's office also administers the swans on the Thames through the medium of His Majesty's Swan Keeper—Mr. F. T. Turk, who, aided by the Swan-Uppers of the Dyers' and Vintners' Guild, clips the wings of the young cygnets to prevent them flying away, and sees to it that they are marked according to their parents. The Royal swans are never eaten, though the Lord Chamberlain sometimes makes gifts of them to public parks and lakes on private estates.

Through the surveyor of the King's pictures—Anthony Blunt, Esq.—and his assistant, Benedict Nicholson, Esq., the Lord Chamberlain's office looks after the pictures in the Royal Collections, which are now being fully catalogued and indexed for the first time in history. (It was Messrs. Blunt and Nicholson who were primarily responsible, of course, for the exhibition of the King's pictures at Burlington House.) Through Mr. James Mann, of the Wallace Collection, the Lord Chamberlain's office administers the Royal works of art in the various palaces.

We now come to the Chapels Royal, though only one of them is now functioning—the Queen's Chapel at Marlborough House still being roofless. The Dean is the Bishop of London, the sub-Dean being the Rev. W. H. Elliott, the well-known journalist. In addition, there are three priests, three deputy-priests and two honorary priests. Next comes the College of Chaplains — thirty-six of them. The head of it is the Bishop of Norwich, known as the Clerk of the Closet, who has to be present whenever a Bishop does homage on appointment. Following the ecclesiastical members of the Royal Household comes the medical contingent. Here we have two physicians, two extra physicians, a sergeant-surgeon, two surgeons, one surgeon oculist, a manipulative surgeon, a surgeon dentist, an aurist and a surgeon apothecary. The aurist and manipulative surgeons are both comparatively new appointments, no monarch having had either type attached to the Royal Household previously. Coming close on their heels is the Coroner of the Household. This is Lieut.-Colonel W. H. L. McCarthy, D.S.O., who is summoned whenever a sudden death occurs in the King's palaces, except Balmoral and Holyrood.

The distinction between the Gentlemen-at-Arms and the Yeomen of the Guard is not often clear to the general public. Both are bodyguards to the King, but the first consists entirely of officers. The second includes long-term, non-commissioned officers, as well as retired, commissioned officers. The captain of each corps is a political officer nominated by the Prime Minister. They are, in fact, the Government Whips in the House of Lords. The membership of the corps has to be approved by the King after recommendations made by the captain of the corps from War Office lists.

Marshal of the Diplomatic Corps is Sir John Monck, who acts as liaison between the King and foreign countries, arranging for their representatives to present their letters of credence and sending out invitations to them for Court ceremonies. He wears a special medallion round his neck which tells you at once whether the United Kingdom is at peace or war. If at peace that side of the medallion showing the dove with an olive branch is exposed to view; if at war, the medallion is turned round to show a clenched fist holding a dirk.

The New Year's Honours List, after being submitted to the King by the Prime Minister—in fact, all honours lists—are handled by the Lord Chamberlain's office, *via* the Central Chancellery of the Orders of Knighthood, which makes all arrangements for gazetting all honours, keeping up the lists of members of the Orders of Chivalry and making arrangements for Investitures.

The Lord Chamberlain would, incidentally, have been responsible for the public celebrations of Princess Elizabeth's twenty-first birthday next April if it were not for the fact that she will be in South Africa.

When I said that the Master of the Horse has no duties except to attend the King on ceremonial occasions, it should be borne in mind that he is officially in charge of the Royal mews—which means the Royal carriages and horses. Actually this duty is delegated to the Crown Equerry—Colonel Sir Dermot Kavanagh. After him come the three King's equerries (the accent should be pronounced on the second syllable)—Sir Harold Campbell, R.N., Wing-Commander Peter Townsend and Lieut.-Commander Peter Ashmore, R.N. There are also thirty extra equerries. One of the three King's equerries is in constant attendance on His Majesty, just as one of the Ladies of the Bedchamber—or Women of the Bedchamber—is in constant attendance on the Queen. But the members of the College of Arms—the King of Arms, Heralds and Pursuivants—though attached to the King's Household, are appointed by the Earl Marshal.

Mention must also be made of the three Lords Great Chamberlain, the present holder of the office being the Earl of Ancaster, who has to make all the Royal arrangements for opening of each Parliament.

But there is no space to give the full list of hereditary office-holders, whose duties, as I have said, are dormant except at a coronation. These include the Hereditary Grand Falconer (the Duke of St. Albans); the King's Champion and Standard Bearer of England; the Hereditary King's Standard Bearer of Scotland; the Hereditary Bearer of One of the Golden Spurs (the Countess of Loudoun); and the Hereditary Grand Almoner (the Marquess of Exeter).

FROM PIT TO PALACE: Former miner, fifty-four-year-old Mr. Frank Collindridge, Labour M.P. for Barnsley and Lord of the Treasury, has been appointed Comptroller of the King's Household. At thirteen he started work at the Wombwell Colliery, Barnsley. He continues, as is the custom for the holder of this office, to carry out the duties of an Assistant Whip for his Party in the Commons. His Palace duties are of a traditional character and are confined almost entirely to ceremonial occasions

MAINLY DIPLOMATIC

Ambassadors, Official and Unofficial, Who Are in the News

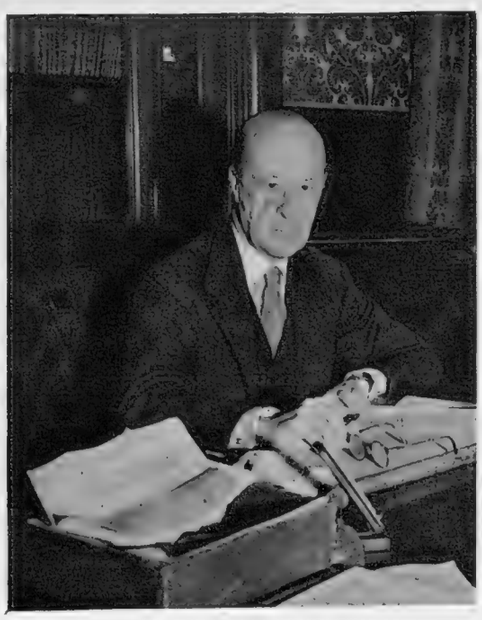
ELLIOTT ROOSEVELT IN MOSCOW: The son of the late President of the United States and Mrs. Elliott Roosevelt (Fay Emerson) seen on arrival in the Russian capital, where they went at the invitation of the U.S.S.R. Society for Cultural Relations with Foreign Countries. As has happened on several occasions in the past, Mr. Roosevelt's journey across Europe was accompanied by a blaze of publicity. In Moscow he was received by Generalissimo Stalin, and before Christmas he flew to London, making a short halt en route at Berlin

IRAQ'S FIRST AMBASSADOR TO THE COURT OF ST. JAMES'S: His Excellency al-Amir Zaid ibn al-Hussein at his London hotel before he presented his letters of credence to the King at Buckingham Palace. The Emir is an uncle of King Feisal of Iraq and he is a former acting Regent

THE SHAH OF PERSIA ATTENDS PERSIAN ARMY MANŒUVRES: Senior officers explaining the "plan of campaign" during exercises in the region of Teheran. On the Sunday before Christmas the Shah (left) was reported to be ill, and there was some anxiety as to his condition. The Shah's prestige and that of his Prime Minister, Qavam, has mounted steadily since the successful march on Tabriz and the decisive defeat of the Azerbaijan "Democrat" forces

EGYPT'S NEW PRIME MINISTER: Nokrashy Pasha (successor to Sidky Pasha), whose Government received a vote of confidence, 150 to 21, when the Egyptian Parliament met after the change of Ministry. Sidky, who had fought so hard on the Treaty issue, apparently went too far for Egyptian sentiment in his dealings with the British Government. Nokrashy, in his initial address, declared that the "whole Egyptian nation is impatiently awaiting the breaking of the last fetter on its independence and dignity"

POLAND SENDS US A NEW AMBASSADOR: M. Michalowski, who has lately arrived in London to take up his duties at the Polish Embassy in Portland Place. During the bloodless campaign of September 1939 he was taken prisoner by the Russians. Since then he has held appointments on Warsaw City Council



On left—

FRANCO RECALLS HIS ENVOY FROM ST. JAMES'S: Señor Don Domingo de las Barcenas, Spanish Ambassador in London, is to be withdrawn following the departure from Madrid of Sir Victor Mallet, British Ambassador, in accordance with the decision of the United Nations Assembly calling on Member States to recall the heads of their Diplomatic Missions from Madrid. Spain will now cease to be represented in fifty-four countries, and in large measure she will be cut off from the outside world

New Lamps and Old

THE EMERGENCE OF "BOWDLER"

And Other Words Which Have Crept into the Language

by JOHN GORE

BOWDLER AND CO.—The enrichment of our language by recruiting new terms to express modern inventions or fashions is always proceeding. Many of these new words come to us from America (a country peculiarly shrewd in the coining of telling words); many are coined by soldiers, sailors and airmen in wars; most of them have, at first, only a local vogue in a social circle, or workshop or unit, and gradually pass out into wider use until at last they are accepted by the philologists as current and permanent coin and incorporated in the new dictionaries. Among these new recruits, those words derived from the surnames of individuals, some famous, some otherwise obscure, whose names have become identified with an article or with an action, make an interesting study and would make an amusing quiz or parlour-game for the winter fireside. To start the ball rolling, I will give a dozen examples, some commonplaces, some more obscure, of such "surname" words which are now incorporated in our dictionaries.

1. *Bowdlerise:* to expurgate, to the extent of taking most of the pith out of the passage. Bowdler produced in 1818 an expurgated edition of Shakespeare.

2. *Boycott:* to coerce or ostracise. Captain Boycott, an Irish landlord, was so treated in 1880.

3. *Bunkum:* claptrap. Mr. Buncombe, Member for N. Carolina, spouted claptrap in Congress to impress his constituents and obstruct proceedings.

4. *Burke:* to smother or liquidate. Burke and Hare (1829), murderers who smothered their victims and sold the corpses for dissection.

5. *Gladstone:* well known as a portmanteau; not so well known as a cheap claret popularised by a duty reduction in 1866. The latter is current coin in Trollope.

6. *Grangerise:* to extra-illustrate with cuttings and plates from other books. J. Granger: History of England, 1769.

7. *Macadamise:* to lay roads in pressed layers of broken stones. J. L. MacAdam (d. 1836).

8. *Mackintosh:* raincoat. The patent of C. Mackintosh, 1843.

9. *Sandwich:* meat between slices of bread. The "nuncheon" cut at breakfast by a Lord Sandwich, to eat at his office or at the card-table.

10. *Wellington:* knee-boots as worn by the Iron Duke.

Many vehicles derived their names from makers or users, of which Brougham, Stanhope and Tilbury may serve as examples. There are many more. Articles of dress provide many examples, and dishes and weapons of war and sport as many more.

If your appetite is sharpened for this form of research, you may begin your sleuthing by running down *to Grahamise, raguser, marivaudage.* Our literature or dictionaries will provide the clues of these and a score of such "surname" words.

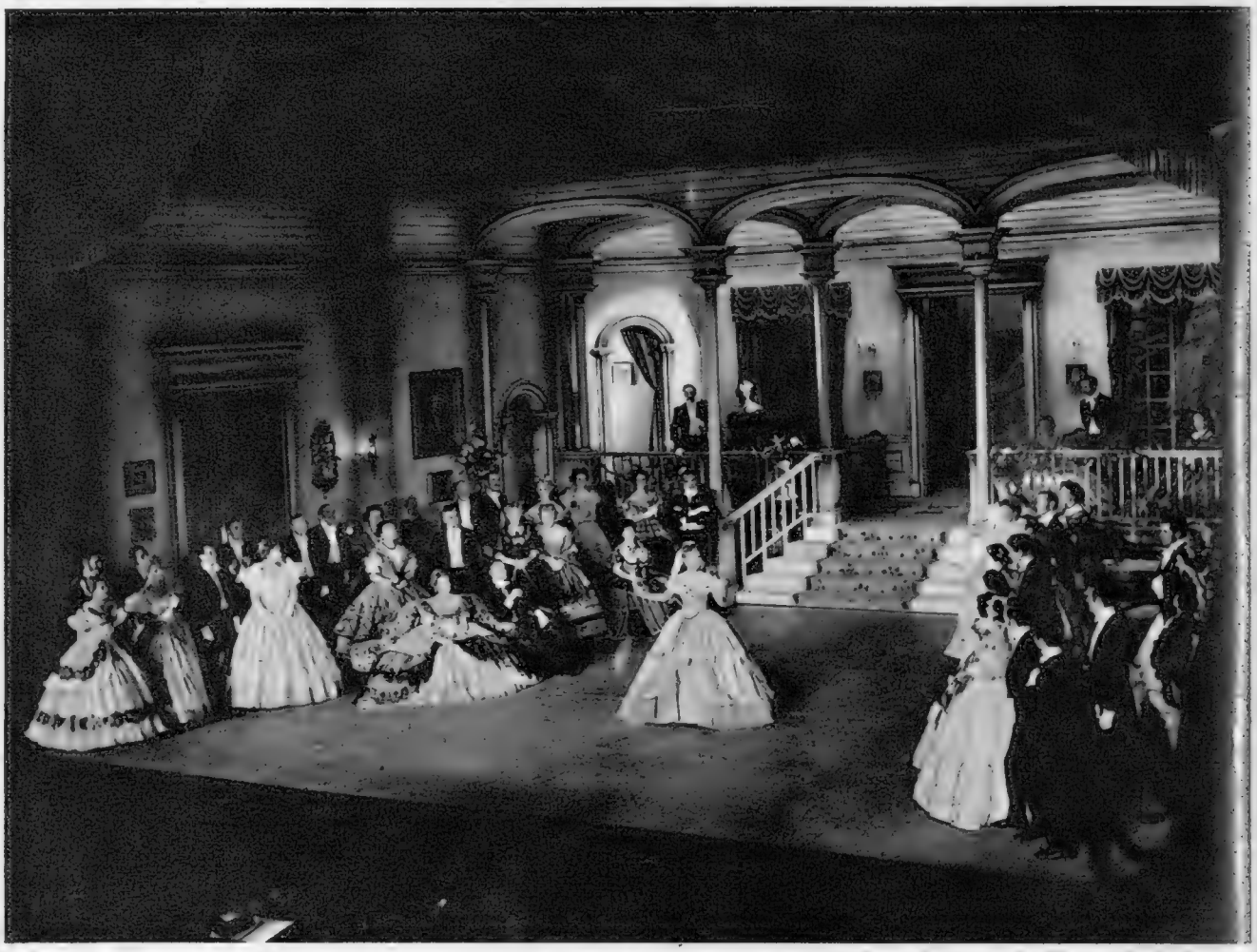
The Freaks of History.—Arising out of this subject, but not relevant to it, are the names of obscure individuals which have crept into History and rub shoulders with the giants' names. Their names became connected with some trivial episode which drew in the giants when that episode assumed some political importance.

Perhaps one might begin with Simnel and Warbeck in English History; perhaps it is safer to adduce as instances for a game which you can develop for yourselves the names of Jenkins (and his ear), Don Pacifico ("civis Romanus sum") and Baron Profumo. But this last is a game which must be played under a rigid set of rules. There are scores of worthy men whose names are in the history books whose worth was not of "history" standard, whose niche in history is by chance. Greville and Creevey, even Pepys, are there not so much for their making as for their recording of history. The rules of the game of listing History's Freaks must rigidly confine the choice to men of no importance whatever in any sphere.

The New Recruits.—By far the largest draft of new recruits to our ever-changing vocabulary owe nothing to the actions of individuals who can be traced and pinned down. They are the inventions of individuals, of course, but none can remember who it was who first coined them.

Very many are onomatopœic, as words so often are in origin. Of this type are many of the new words coined by the R.A.F. in war. Some are the inventions of the "Music-hall" or radio variety-artists. A vast number nowadays are the painful conceptions of Bureaucracy, who have a passion for bastard erudition, and produce the very scum of our vocabulary. There is, moreover, a real danger to-day that our language will be debased by words coined from groups of initials, for which the Army and other arms also had a wartime passion. But even this method of word-making is less dangerous than the military erudition which in the first World War gave us "em-bus" and "de-bus."

There I will leave the matter. I have provided you with the bones and beak from which to build up a fireside parlour game for the sombre winter which still lies ahead.



DRURY LANE REOPENS WITH A NOEL COWARD FIRST NIGHT: A scene from his new romantic operette, "Pacific 1860." Noel Coward brought the bewitching Broadway and Hollywood star, red-headed Mary Martin, from America to play the leading part of Elena Salvador in his latest musical romance. *Pacific 1860*, set in a small island of the Samolan Archipelago, has restored its pre-war glamour to the Theatre Royal, Drury Lane, but Mr. Coward has faced a battery of criticism for the slightness of his plot

THEY WAITED TWELVE HOURS TO SEE THE FIRST PERFORMANCE OF "PACIFIC 1860": Gallery First-Nighters outside the Theatre Royal, Drury Lane. The young woman in battle-dress was a dancer in the last Drury Lane pantomime, before the war. She arrived at 8.30 in the morning to be sure of her seat for the reopening of Drury Lane

On right—**FOOTMEN WEARING THE ROYAL LIVERY AT DRURY LANE: The first post-war "First Night" was a brilliant success.** The Theatre Royal is the only theatre at which the footmen are permitted to wear the Royal livery. They put the final touch to Noel Coward's magnificently presented show in which dress and decor struck the predominant note. This was Drury Lane's first production since its release from being the headquarters of E.N.S.A.

THE STORY OF THE FIRST CHRISTMAS—A NATIVITY PLAY IN THE CRYPT OF ST. PAUL'S CATHEDRAL: The Christmas story was performed by the Oxford Players on a stage erected in the chancel. This photograph was among the first ever taken of one of the plays in the crypt of the Cathedral

THE NATIVITY PLAY

The Christmas Story, Performed in the Crypt of St. Paul's Cathedral

The English drama had its beginnings in the churches, where Nativity plays were first performed. Of recent years a number of churches and cathedrals have produced religious plays (often specially written for the occasion), and this Christmas they could be seen in many parts of the country. During the war, plays were performed in the crypt of St. Paul's Cathedral, and it was there that the Nativity play was produced. At the entrance to St. Paul's stood the illuminated Christmas-tree, sent by H.M. the King from Sandringham, to which gifts were brought by the public. Later, they were distributed to the children's hospitals

A NATIVITY PLAY IN THE CRYPT OF THE CHURCH OF ST. JOHN THE EVANGELIST IN WATERLOO ROAD: The play was performed in the crypt this year. The church hall was destroyed in a blitz

SARAH CHURCHILL STARS IN AN ITALIAN FILM: Mario Soldati, the director, examines her make-up before she faces the cameras. The actress daughter of Mr. Winston Churchill has chosen Italy for her film debut. She plays the leading role of Elena in "Daniele Cortis," which is being made in Rome, on Lake Lugano, and at Vicenza

The World of Books—By Vernon Fane

ANOTHER MOUSE TO MATCH MICKEY

A Rodent With the Buccaneer Strain, and No Trace of Sickening Whimsicality

ENGLISH children, as well as American children, will now have a new Mouse to add to their collection of friends, where Mickey has reigned alone for so long. The new representative of the race can't be said to compete exactly with the film rodent; he is a character on his own and in a different medium.

Mr. E. B. White is probably best known as a member of the brilliant staff of writers contributing to the *New Yorker*. He is also the author, God bless him, of STUART LITTLE (Hamish Hamilton. 7s. 6d.), the story of the second son of a New York couple, who is very small and, on the whole, looks pretty much like a mouse. Stuart, in fact, *is* a mouse, but his life and adventures are not treated with the sickening whimsicality that seems to come over every writer except Kenneth Grahame, Walt Disney and Beatrix Potter at the sight of a well-turned whisker.

Stuart has as much heart and courage as Mickey, but not much else in common, as he is a soberer character and has more ingenuity in his dealings with the odd situations which must arise, even in a devoted family circle, where sizes are so disparate. He proves himself useful at such household tasks as going down the drain of the bath to retrieve his mother's ring, but not in any menial frame of mind, as he makes clear.

In all his exploits and adventures, through the drama with Snowball the cat, and through his romance with the little bird Margalo, Stuart remains objective and philosophical.

Mr. White started to write this book in the hope of amusing a six-year-old niece of his, but before he finished it she had grown up and was reading Hemingway. If she has the sense with which any relation of Mr. White's should be credited, she will take on *Stuart Little* as well as *The Killers*. I must add that children love this book as much as grown-ups.

This is the greatest children's classic since *The Wind in the Willows*.

Llewelyn Powys belonged to a writing family; one of his brothers being John Cowper Powys. His output of essays, *belles lettres* and novels was considerable and he was working hard up to the time of his death in a Swiss sanatorium in 1939. He never achieved wide, popular success, nor, indeed, were many copies of his books sold during his lifetime; but his critical reputation has remained high even though Bloomsbury tilted an esoteric nose.

His friend, Mr. Malcolm Elwin, in writing THE LIFE OF LLEWELYN POWYS (Bodley Head. 15s.), has made it clear that perhaps the greatest talent of all that this Powys had was for affection and comradeship.

In spite of the fact that he was fighting illness from boyhood, he was handsome, and, as often as his health allowed, a lively companion. Part of the secret of his quickly-formed and enduring friendships must have been his own readiness to like and to appreciate people. After the first time that he dined with that ebullient character he wrote, "We adored Arnold Bennett, and I think he took to us": while Bennett wrote that he was uplifted by Powys's acquaintance, and that "if it does not ripen, the fault will not be ours, but God's."

When he was a schoolmaster they called him "Po-face," and he always held it against D. H. Lawrence that he used the word "hankies." Such was the effect upon him of uncongenial things. When he was well he had a naturally sunny and easy temperament.

During his life Llewelyn Powys spent many long stretches of time in clinics, fighting tuberculosis as well as a kidney complaint. Often he was too ill to work, but as soon as he had the strength he would start writing letters to his beloved brother, John Cowper Powys, and graduate from personal letters to essays and literary sketches. He was happiest in the country, and loved his native Dorset. The "pagan spirit" which his biographer found in him was more succinctly expressed by his brother John, who remarked that Llewelyn had been born in a cornfield.

Mr. Elwin knew his subject well in life and, in the last few years, has had access to Powys's diaries, letters and autobiographical material. His admiration and affection are evident, and he spares no details in a full and satisfying portrait.

FREDERICK HUSBAND HAS A PLAN: This twenty-nine-year-old ex-Serviceman, now touring the countryside as a tramp, recently submitted to Mr. Reginald Cripps, clerk to Berks, Bucks and Oxon Joint Vagrancy Committee, a Bill of Rights to improve the lot of the casual tramp. Mr. Cripps thought his ideas sufficiently sound to ask Fred Husband to call and discuss the matter with him. Among other things, Fred asks for compulsory medical examination of tramps; new training homes and hostels; assistance to tramps suffering from psychological disabilities peculiar to them; and help in finding suitable accommodation after tramps have been found jobs

Although, in a witty editorial note, Mr. Leonard Russell disclaims the aura of period in THE SATURDAY BOOK (Hutchinson. 21s.), and says that somebody has been hankering after an article (with Isotypes) on Mr. Rank, he includes a most entertaining photographic section covering the Edwardian and Victorian periods, which begins with a diverting picture of the Widowed Queen, the rest of the Family nicely canted in the corners, and one word in large type in the middle of the page—*i.e.*, RANK.

That on the page opposite should appear a picture of Disraeli lampooned as a gorilla supported by two young daughters of Queen Victoria, in tartan skirts, may give my readers a line on Mr Russell's sense of the ridiculous. The wit and the humour are there; it requires inspiration and editorial technique to extract the full flavour of the ridiculous.

Just as effortlessly, Mr. Russell can pass to the sublime in some nostalgic notes by Siegfried Sassoon, who is as gifted in the art of reminiscence as anyone living, or to a macabre touch of alleged autobiography by Graham Greene, so much in character as to be uncanny. We can also go behind the scenes with Nathaniel Gubbins, and sympathise with him on the serious business of being funny once a week, or enjoy an exquisite piece of portraiture in the shape of Laurence Olivier by Dilys Powell.

And then there are Stephen Potter on radio; Eileen Joyce on being a concert pianist; Reginald Cox on that surprising creation, Sexton Blake; as well as some delicious satires by A. A. Milne, Daniel George, Rose Macaulay and Francis Iles. There is also a penetrating piece on Walt Whitman by C. M. Bowra, as well as a display of calligraphic erudition by Desmond Flower.

These are only some of the contributors to the current *Saturday Book*, now in its sixth year. What a guinea's-worth!

Towards the end of THE MONKHURST CASE (Macdonald. 7s. 6d.), one character says to another, reflectively, on finding a victim dead, drugged and daggered: "I don't know what your experience is; but I should think this is the first murder to be committed for three packets of toilet paper."

Mr. Arthur Stanley's detective story by no means fits into the category of thrillers, but is appropriately as discreet and well-mannered as the family solicitor who appears as the narrator. His style is clear but unexciting, and although his reasoning seldom fails in logic, the development of his plot lacks the authentic mystery and terror. Not even the timid and bed-socked brigade need fear to read this book late at night.

THE RECORD OF THE WELSH GUARDS

And the Story of the Air Transport Auxiliary

Detailed war records of the work of particular units have a value beyond their obvious importance as a contribution to military history, and beyond the fact that they elaborate upon the individual sacrifices which, in sum total, made possible our survival. Such records are indeed a key to a way of living that all too often eludes us in civilian life, a spiritual unity upon the battlefield or in the air which somehow, and sadly, languishes when war is left behind. In WELSH GUARDS AT WAR (Gale and Polden. 25s.) Major L. F. Ellis has produced more than a faithful account of the activities of the regiment between 1939 and 1945. His story is severely factual, in the manner of soldiers, but between the lines the reader will find at least in part an explanation of the spirit which sustained the Guards from the days of Dunkirk to their final triumph upon the Elbe. The remarkable sketch of a Welsh Guardsman which adorns the frontispiece is the work of Augustus John.

In very much the same vein is BRIEF GLORY, by E. C. Cheesman (Harborough Publishing Company. 15s.), the story of the Air Transport Auxiliary, of how the men and women of A.T.A., the civilians in uniform, ferried the aeroplanes to the fighting squadrons, carrying out their job in foul weather and fair, by night and day.

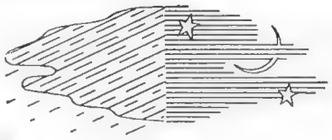
Many of those who served in the Air Transport Auxiliary were fighter-pilots of the First World War, men like Flight-Captain Keith-Jopp, over fifty years of age, with one arm and one eye, who delivered more than 1,300 aircraft, and Flight-Officer W. R. Corrie, one-armed pilot and film actor, who flew a Hudson unaided. Altogether they were a remarkable band of men and women, and none will ever forget the contribution of First Officer Amy Johnson, to whom the author pays a tribute for her brilliant piloting, sterling qualities, moral courage and large-heartedness. In recounting the story of Miss Johnson's death in the Thames Estuary, a story that was not fully told at the time, Mr. Cheesman says: "At about 3.30 that afternoon, H.M.S. *Hazlemere*, Lieut.-Commander Fletcher, R.N., was patrolling in the Thames Estuary off Herne Bay—the weather was very bad and the sea confused—when the watchers on the bridge saw a parachutist dropping from the clouds, and a second later an aircraft glided down, its engines silent, landing in the sea close to the parachutist and breaking up almost at once. The Commanding Officer of *Hazlemere* immediately proceeded at full speed to the rescue, but shortly after, his ship grounded forward and the engine had to be put to slow astern. The port lifeboat was manned and lowered and, as the ship drew off, it rounded the bows to the starboard side. The survivor, who was now seen to be a woman, was about 20 yards from the ship and ropes were thrown from the after-decks. The sea swept her out of reach and Lieut.-Commander Fletcher then ran aft from the bridge and jumped overboard to effect a rescue. For a short period the captain was seen to be supporting the survivor while the ship's lifeboat was straining to reach the position, but it became almost unmanageable owing to the heavy seas. When next seen Lieut.-Commander Fletcher was swimming alone, and it was impossible to get sufficiently close to grasp him.

The R.A.F. and the Merchant Navy provide the background for two new works of fiction. OVER TO YOU, by Roald Dahl (Hamish Hamilton. 7s. 6d.), is a collection of short stories dealing with flying days in the Libyan Desert. The reader will recognise at once the authentic touch. RED DUSTER (Gollancz. 9s. 6d.) is a well-written romance by E. Warington Smyth.

A valuable new book for dog-lovers is BEAGLE AND TERRIER, by Roger Free (Chapman and Hall. 8s. 6d.). Mr. Free has first-hand knowledge of small-kennel management, and he has been at pains to record those details which are of interest to every person who keeps a dog.

LIFE WITHOUT THEORY (Hutchinson. 18s.) is an autobiography by Violet Stuart Wortley. The author is an octogenarian, and for this reason the reader will find the earlier chapters an excursion into a world that has vanished for ever. The story begins with the recollection of a sombre morning in 1871, when the ex-Emperor Napoleon III arrived at Ryde, and it ends with a birthday party in 1946 to mark the author's eightieth birthday and the wartime accomplishments of the little village of Highcliffe, overlooking the English Channel at a point opposite the Isle of Wight. In between these sharp extremes lies an account of personal experiences told with humour and imagination, with sojourns in Egypt, Russia, Persia, Italy, Greece, Hungary, France and Germany providing an ever-changing background.

Three books with a comedy flavour are WE KEEP GOING, by Anthony Armstrong (Collins. 8s. 6d.), another story about his house, garden and family, written, it is understood, in response to popular clamour; NOT TOO SERIOUS (Duckworth. 7s. 6d.), some characteristic sketches and essays by Lynn Doyle; and MUNGO'S MANSION (Macmillan. 5s.), a three-act play of Galway life by Walter Macken.



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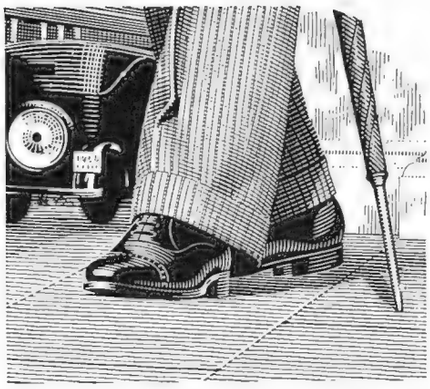

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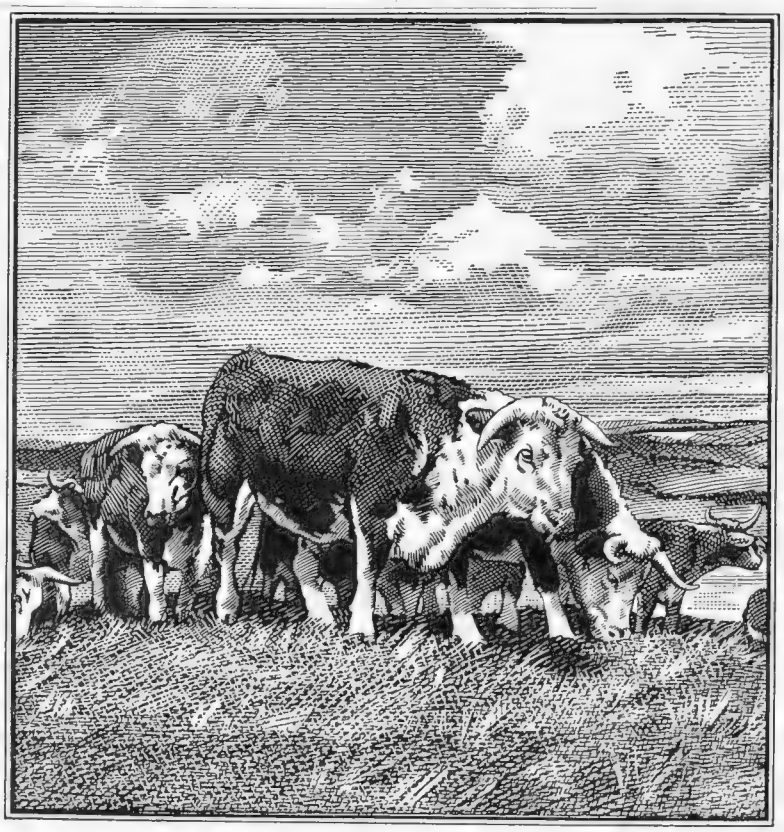

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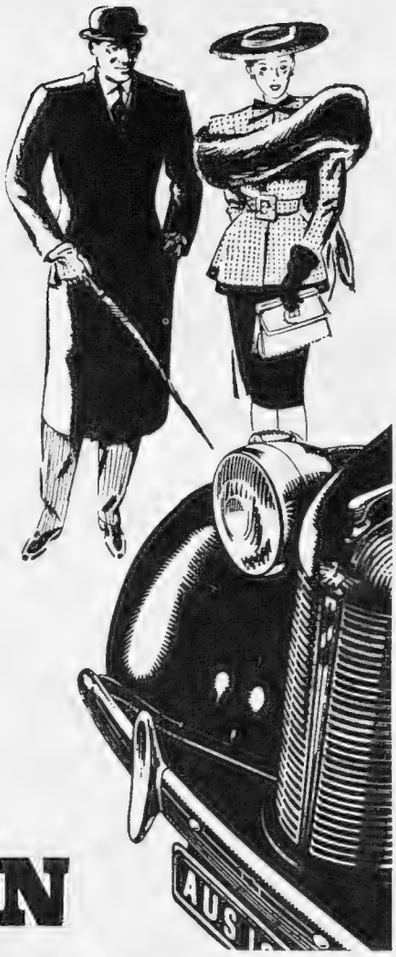

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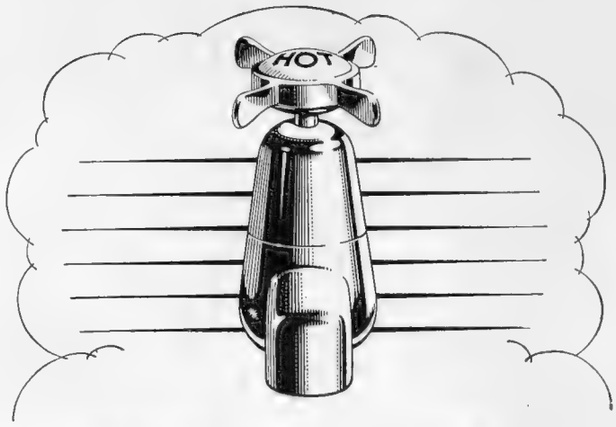

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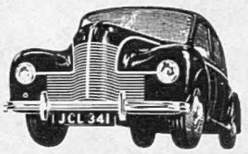

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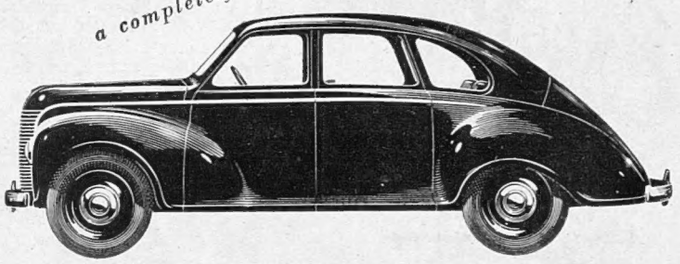

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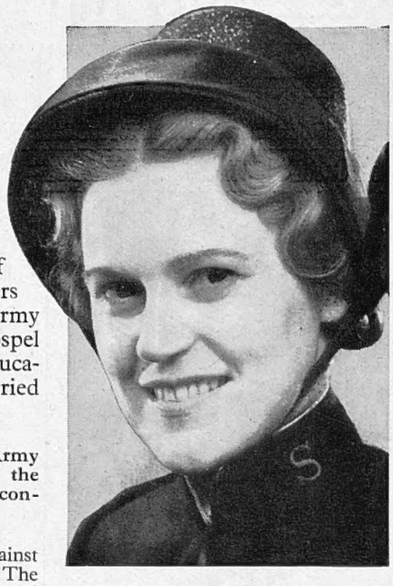

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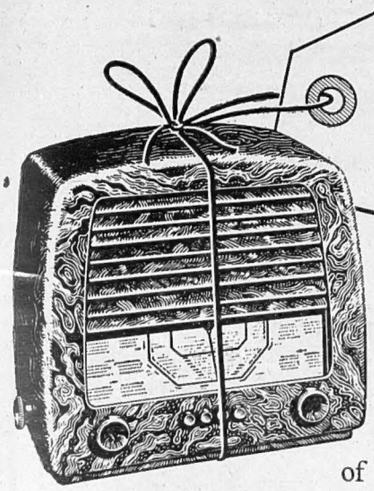

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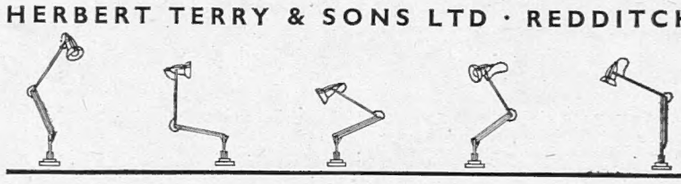

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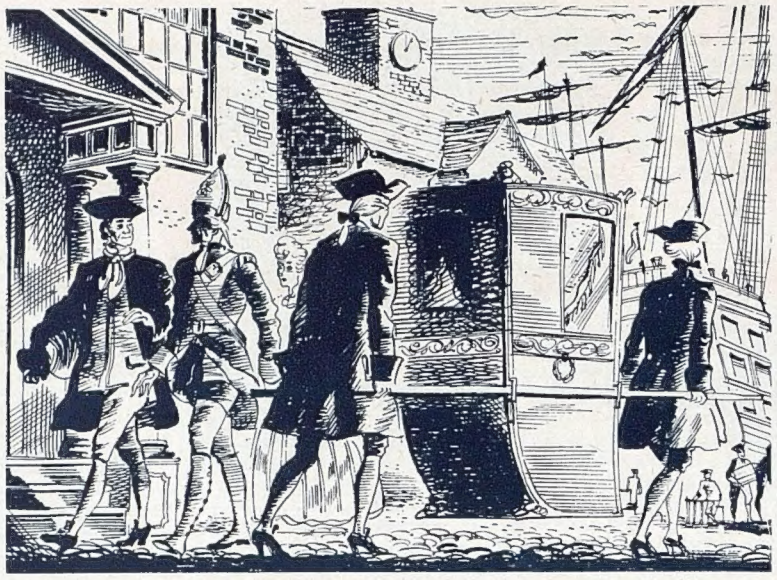

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